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The University of Schweppshire

THE UNIVERSITY UNION. Schweppshire's Oldbrick defers to tradition but it also reserves the right to be more so. Example: in the older universities Usual Stuff formed the basis of education. General cultural amelioration existed, in fact it was often said that actually really that was what one went there for. People were inclined to join Groups, originate film societies, or play some form of 'cello; yet the thing never achieved higher than Outside Activity status.

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Written by Stephen Potter; designed by George Him

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P.4016

Volume CCXLV No. 3176

THE SPHERE

LONDON, April 15, 1961

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LEADERS OF FREEDOM

President Kennedy and Mr. Macmillan stand together outside the White House in Washington. On April 8, at the end of their talks, a joint statement declared that their discussions had served "to clarify and confirm our common commitment to those who care for freedom." Ranging over a wide variety of world problems "a very high level of agreement was reached." The conversations were interrupted for Mr. Macmillan to speak at the Massachusetts Institute of Technology. The Prime Minister left Washington on Sunday last to spend two days in Canada on his way home. On arrival in Ottawa he said he and Mr. Diefenbaker would discuss greater strength and unity in the Commonwealth. (See also News Summary, page 79)

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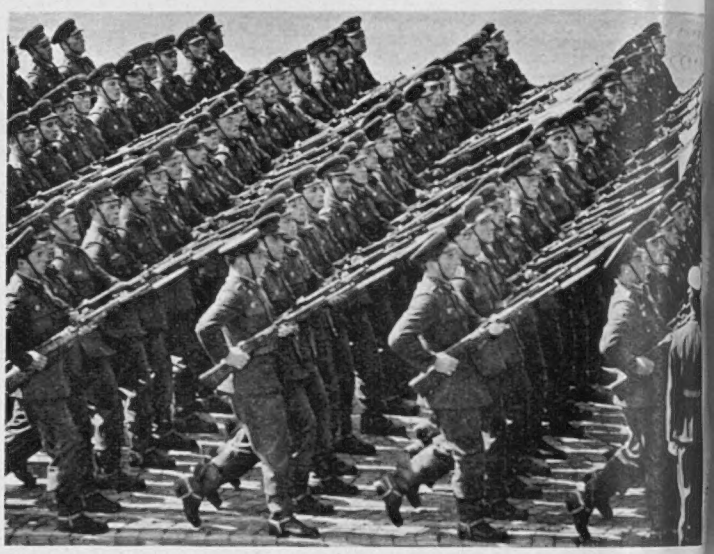
Princess Margaret is the target for youthful photographers in Harpenden. Her Royal Highness, who is President of the Church of England Youth Council, had just planted a copper beech tree near the site for a new church at Batford. Her one-day tour of Hertfordshire parishes began in Harpenden at St. Nicholas Church Hall, where she met forty-five members of St. Nicholas Ladder—the youth fellowship of the parish church—and voluntary church workers. She was accompanied by the Bishop of St. Albans and the Chairman of Harpenden Urban District Council. The Princess lunched in the rectory with the Rector, the Rev. P. Bradshaw and Mrs. Bradshaw. Later she went to Hemel Hempstead and was the guest for tea in the council house home of the Rev. Philip Brown, Priest in charge of St. Stephen's Church, Chaulden

PRINCESS MARGARET DURING HER TOUR OF HERTFORDSHIRE PARISHES

President Chiang Kai-shek of Nationalist China, attends a memorial service in Taipeh, Formosa, on the occasion of National Youth Day. This is held in honour of seventy-two young Chinese who died in an uprising in Canton fifty years ago. The revolt is regarded as the forerunner of the Chinese revolution against the Manchu dynasty

MEMORIAL SERVICE ON FORMOSA

Far right: Infantry with fixed bayonets march through the Hungarian capital. They were taking part in a parade to mark the sixteenth anniversary of the liberation of Hungary by the Red Army. Anti-aircraft missiles of the Hungarian forces were on display. It was believed to be the first time a Communist country other than Russia has shown that it possesses rockets



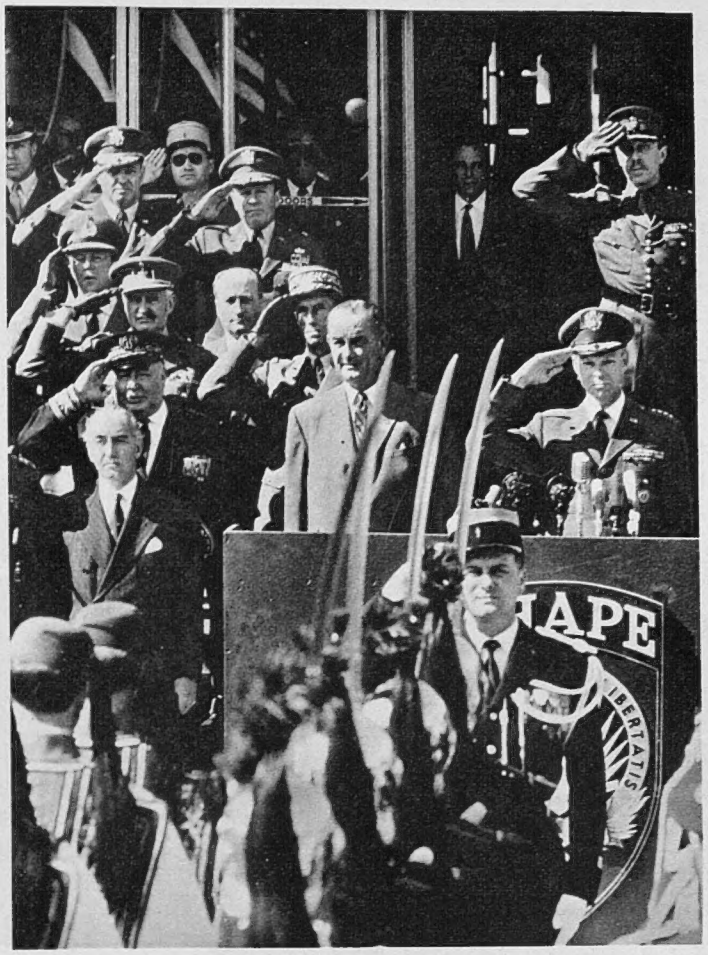
ANNIVERSARY PARADE IN BUDAPEST

GREECE REMEMBERS LORD BYRON

At the head of the procession through the streets of Missolonghi are the Bishops of Patras and Nafpaktos. They are followed by Prince Peter, representing King Paul of Greece, and members of the Greek cabinet. The procession made its way from the cathedral to the memorial to Lord Byron, where Prince Peter laid a wreath, commemorating the poet's help during the siege of Missolonghi in the War of Independence against the Turks of Ibrahim Pasha. At the beginning of April, there were services and celebrations in many parts of Greece commemorating the 140th anniversary of the 1821 revolution. Byron, whose fame as a champion of liberty and a lover of Greece had spread all over the Continent, was elected to be a member of the Greek Revolutionary Committee in 1823. He made his headquarters at Missolonghi and died there of rheumatic fever in April, 1824

THE NEWS IN PICTURES

At the celebrations in Paris of the tenth anniversary of the foundation of Supreme Headquarters, Allied Powers in Europe, Vice-President Lyndon Johnson of the U.S. and General Norstad, the S.H.A.P.E. Supreme Commander, review the troops in the march past. Mr. Johnson paid a flying visit to Paris after attending the independence anniversary in Senegal. While he was in the French capital he met M. Debré, the French Premier

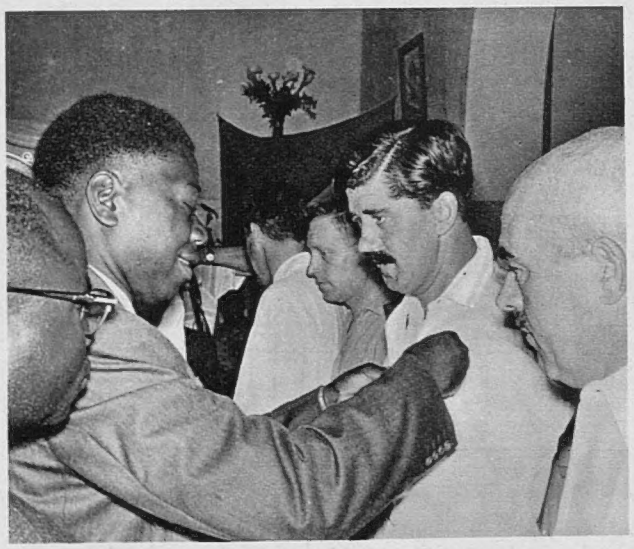


MR. LYNDON JOHNSON AND GENERAL NORSTAD IN PARIS

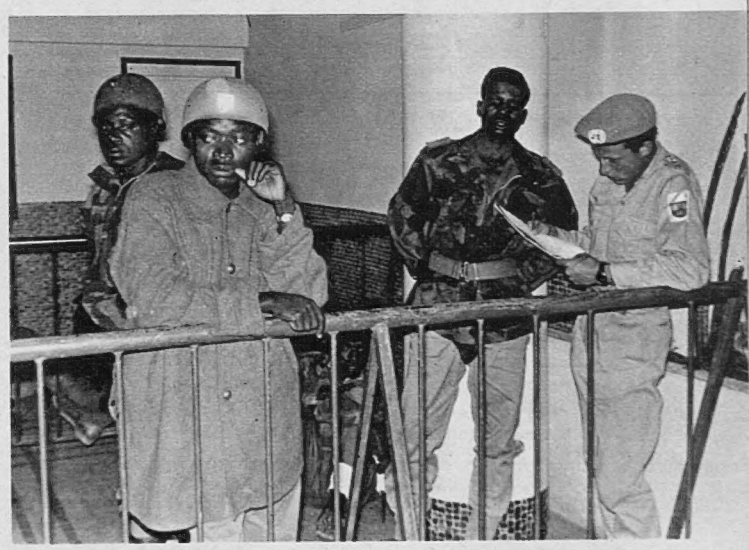
Far right: The Yugoslav President and King Hassan II of Morocco wave to the crowds lining the docks at Casablanca. President Tito arrived for his State Visit to Morocco on board his yacht *Galeb*. He and King Hassan issued a joint statement supporting the regime of Mr. Gizenga, the Lumumbist leader, as the legal Government of the Congo

PRESIDENT TITO IN MOROCCO

In a hospital in Elisabethville, President Tshombe of Katanga decorates a South African member of his armed forces who was injured during fighting in the Congolese Province. **Far right:** A Swedish interpreter interrogates Katanga troops taken prisoner during an incident at Elisabethville airport. Twelve Swedish members of the U.N. force took prisoner twenty-five Katanga soldiers, led by a Belgian officer, who had entered the airport at night and placed obstructions across the runway. Later thousands of Africans marched on the airport and there were violent clashes. After these incidents 150 soldiers from the Irish U.N. battalion were flown into Elisabethville



PRESIDENT TSHOMBE DECORATES A SOUTH AFRICAN



AFTERMATH OF CLASHES IN ELISABETHVILLE

The Cuban Premier, Dr. Castro, sinks a short putt at the Colinas de Villareal Golf Club, near Havana. Right is Captain Nunez Jiminez, the Cuban director of Agrarian Reform. It was the first time that Dr. Castro had been photographed playing golf. He later said that he was sure he could beat President Kennedy. According to Dr. Castro's caddy, he went round in over 150 on the par-70 course. Although President Kennedy's golfing scores are kept secret, it is reported that when he finds time to play he usually scores between 70 and 80

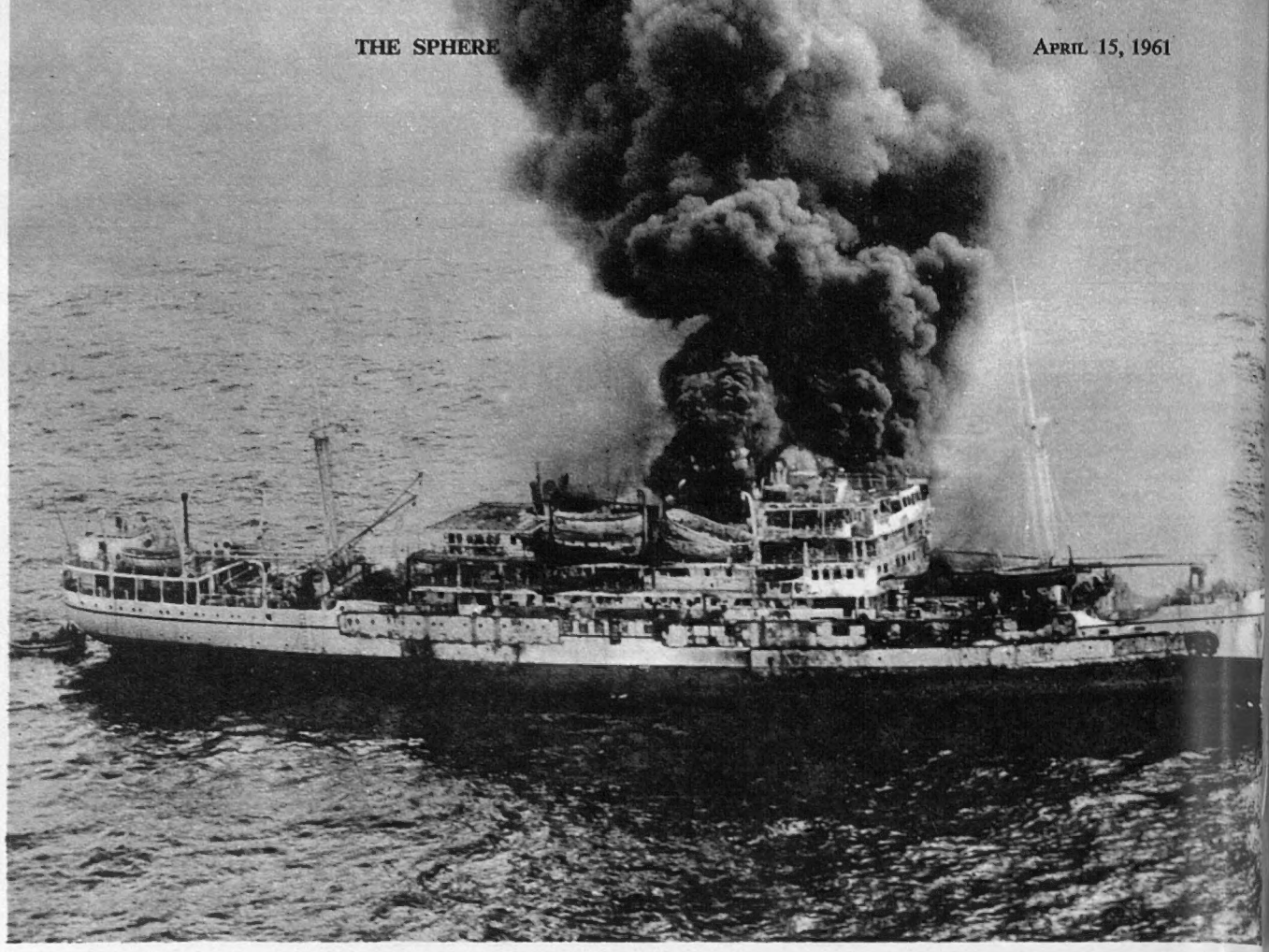
DR. CASTRO OF CUBA PLAYS GOLF

Far right: The Prime Minister of the Federation of Rhodesia and Nyasaland, Sir Roy Welensky, talks to a young autograph-hunter during a ceremony at Kitwe, in the Copper Belt region of Northern Rhodesia. He had just received the freedom of the borough. In the ceremony the same honour was conferred upon the 3rd Battalion, the Royal Rhodesian Regiment

Right: SIR ROY WELENSKY SIGNS HIS AUTOGRAPH

THE NEWS IN PICTURES

Off the Trucial Coast about a hundred miles west of the outlet from the Persian Gulf into the Indian Ocean, the British cargo liner *Dara*, 5,030 tons, lies abandoned after a violent fire broke out amidships. The disaster occurred when the ship put to sea to ride out a storm. The British frigates *Loch Ruthven*, *Loch Alvie* and *Loch Fyne*, and a U.S. vessel, hastened to the *Dara*. Fire parties from the ships fought the flames for a day and a night before the blaze was brought under control. But the ship sank while being towed to Bahrain. The *Dara* was carrying 600 passengers and 130 crew on one of her regular journeys round the Persian Gulf. Reports last Monday indicated that 565 survivors had been landed but over 150 people were missing



DISASTER OVERTAKES THE BRITISH CARGO LINER *DARA* IN THE PERSIAN GULF

During Mr. Gaitskell's campaigning in support of candidates in the County Council elections, the Labour Party leader walks through Lewisham with the Mayor and Mayoress, Mr. and Mrs. M. R. Butler. Left is Mrs. Gaitskell. In South London, Mr. Gaitskell was followed by Conservatives carrying placards for their candidates. There are county council elections this week in England and Wales

MR. GAITSKELL IS PURSUED BY THE OPPOSITION IN LEWISHAM

Far right: Mr. John Bennett, director of the British Trawlers' Federation, addresses a Press Conference in London in connection with the trawler strike in Grimsby and Hull. Last week trawler officers in the two ports went on strike after the arrival of three Icelandic trawlers, the first to bring fish to Britain since the formal settlement of the Icelandic Fisheries dispute

THE TRAWLER STRIKE

M. LOUIS JOXE

The French Minister for Algerian Affairs, M. Louis Joxe, stands by a map of Algeria in his office in Paris before flying to Oran, in order to have consultations with Algerian Nationalist representatives. In view of the attitude of the F.L.N. (the Algerian National Liberation Front), the proposed conference at Evian-les-Bains on Algerian self-determination was postponed. The F.L.N. objected to the French Government's proposal to hold parallel talks with F.L.N.'s rival nationalist movement, the M.N.A. **Far right:** Scattered debris at the Paris Bourse after a plastic bomb explosion. It was one of a wave of bomb outrages in France and Algeria by right-wing extremists and Algerian terrorists. In nine days following the assassination of the Mayor of Evian, there were eleven such bomb explosions in France

A SERIES OF PLASTIC BOMB EXPLOSIONS IN FRANCE AND ALGERIA

NEWS SUMMARY

The Kennedy-Macmillan talks in Washington; reassembly of Parliament; the South Vietnam election; setting for the Eichmann trial; Barotseland's future

THE UNITED STATES

The joint communiqué issued after the Kennedy-Macmillan meetings last week spoke of a series of "candid and friendly talks," in which the general world situation and the major issues of international relations affecting America and Britain were discussed. Agreement was reached on the nature of the problems to be faced and on the need for "many sacrifices" to overcome them. Specific matters to which reference was made included Nato; the importance of further steps towards the economic and political unity of Europe; vigorous support for the United Nations; the need for more effective assistance to underdeveloped countries; Laos, Vietnam and South-East Asia in general; the "importance and difficulty" of working towards satisfactory relations with the Soviet Union; and the determination to work for a satisfactory conclusion to the nuclear test ban conference in Geneva. In his speech at the Massachusetts Institute of Technology, Mr. Macmillan called for "a wider unity transcending national barriers" in the development of Western policy.

GREAT BRITAIN

Parliament reassembled last Tuesday after the Easter Recess. The first business of the Commons was to give two days to the remaining stages of the Criminal Justice Bill. Some aspects of this measure embodying Mr. Butler's proposals for dealing with young offenders are not to the liking of Right-Wing Conservatives. Another important debate was scheduled for Thursday, when the House was to consider the Committee of Privileges report on Mr. Anthony Wedgwood Benn. The Committee rejected by a narrow majority Mr. Benn's petition that he should remain a commoner and not succeed his father as Viscount Stansgate. The Government, backing the Committee's findings, put the whip on its followers for the Commons debate. Mr. Benn, who sat in the Commons as Socialist M.P. for Bristol, S.E., until his father's death, has the support of the Labour Party. It is recognised that the issues involved in this case not only concern Mr. Benn's status and rights as a peer or commoner. They also affect the future of the House of Lords, the Peerage in general, and other fundamental constitutional matters.

The Royal Commission inquiring into the economic condition of the British Press held its first meeting in **London** on April 6. Lord Shawcross, the chairman of the five-member Commission, announced they had decided to follow the procedure adopted by the previous Royal Commission on the Press and take evidence in private, but with a view to its subsequent publication.

It was announced last Monday from Buckingham Palace that Viscount de L'Isle, V.C., is to be the new Governor-General of Australia in succession to the late Lord Dunrossil.

FAR EAST

In the election in South Vietnam (see pages 80-81), President Ngo Dinh Diem was re-elected to office by a large majority to serve a second term of five years. Polling day last Sunday was quiet in **Saigon**, but from some of the provincial cities there were reports of violent incidents and clashes between Government supporters and Communists. Although President Ngo Dinh Diem's victory at the election was a foregone conclusion, it was anticipated that the Communist Viet Cong guerillas, with support from Communist North Vietnam, would still further increase their terrorist activities in the near future. In the opinion of some observers the situation in South Vietnam was more serious than that in Laos.

ISRAEL

Last Tuesday, April 11, the trial began of Adolf Eichmann. It is being held in the new cultural building, known as the House of the People, in the Israel sector of **Jerusalem**. The chamber in which the Special Court is sitting has been specially prepared. There is an enclosed dock of bullet-proof glass and full facilities for televising the whole proceedings have been provided. Eichmann is arraigned on an indictment of fifteen charges—chiefly that as head of the department for Jewish affairs of the Gestapo in Berlin from 1939 to 1945 and as head of the Eichmann Special Operations Unit in Budapest in 1944, he was responsible for carrying out a scheme for the physical destruction of the Jews (a scheme known as "The Final Solution to the Jewish Problem"). Eichmann is charged with the responsibility of the deaths, torture and deportation of millions of Jews, and with measures designed to sterilise the Jewish race. He is also charged with war crimes against a number of other races.

The Special Court consists of three judges, all of whom left Germany in 1933, the year Hitler came to power. They are the President, Supreme Court Justice Moshe Landau; Dr. Benjamin Halevi and Dr. Itzhak Raveh. The chief prosecuting counsel is the Israeli Attorney-General, Dr. Gideon Hausner, and the chief defence counsel is Dr. Robert Servatius.

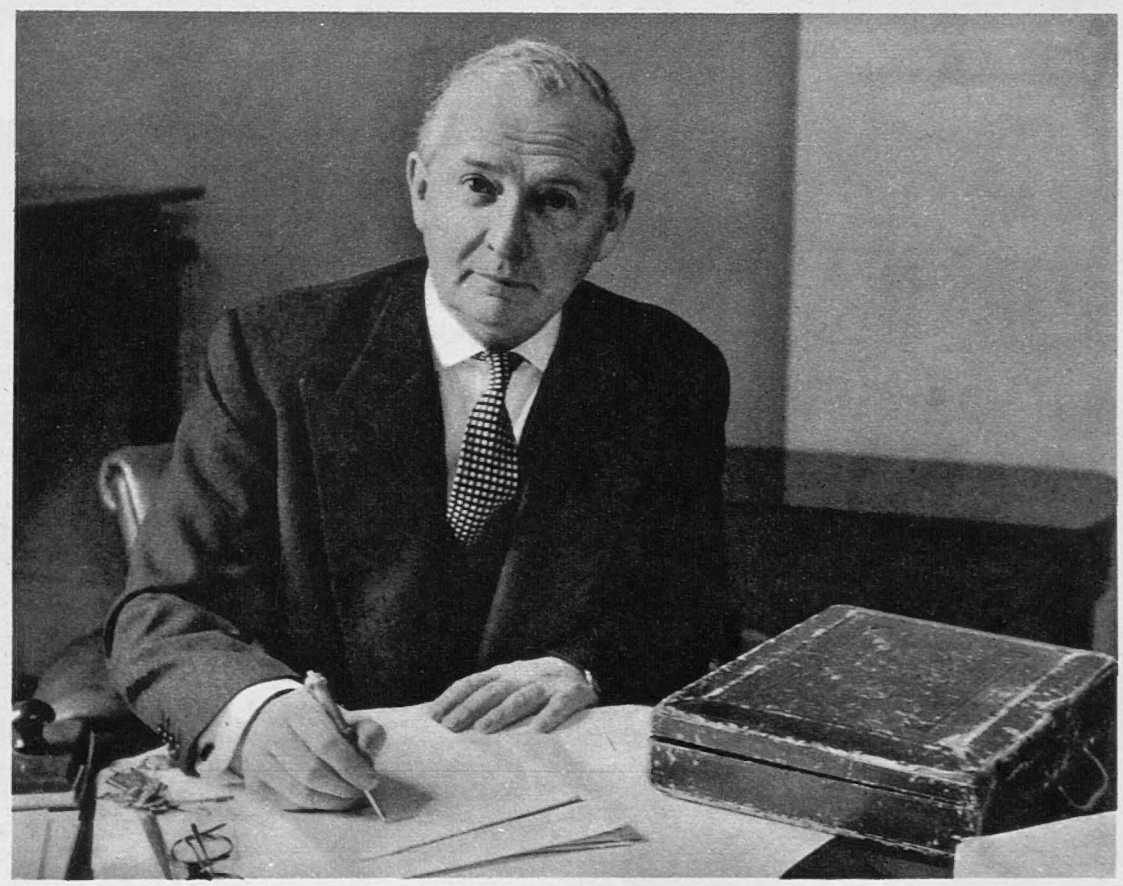
Eichmann was kidnapped eleven months ago by Israeli agents from the Argentine and spent his time since then in a secret prison at Jalameh, near Haifa. It was expected that the defence would challenge the legality of Eichmann being brought to Israel to stand trial. Under international law, the accused should stand trial in the country in which the crimes of which he is accused were committed. But there is provision under Israeli law that people charged with crimes against the Jewish people in general may be tried in Israel wherever the crimes were committed.

AFRICA

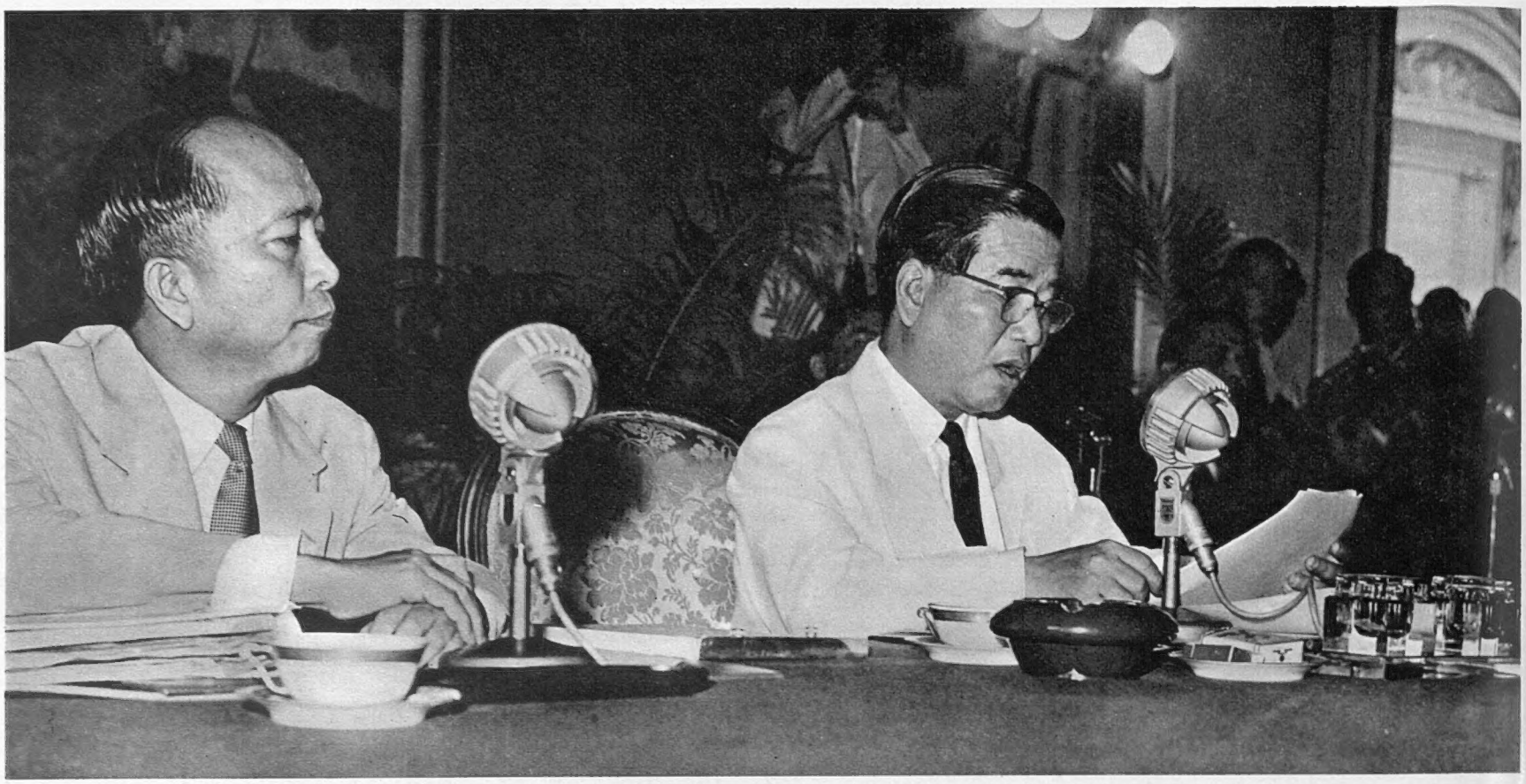
The Paramount Chief of the Barotse, Sir Mwanawina Lewanika, arrived in London last week-end from **Barotseland** for talks with Mr. Macleod, the Colonial Secretary. He is accompanied by his son, his Prime Minister and a number of councillors. The talks concern the future of Barotseland, which occupies a curious position—it is a protectorate within the Protectorate of Northern Rhodesia. Because of its special relationship with the Crown, Barotseland took no part in the recent constitutional talks on the future of Northern Rhodesia. In the White Paper which set forth the proposals of this conference it was noted that separate talks with the Paramount Chief would be held.

Barotseland, which lies in the extreme west of North Rhodesia, on the border with Angola, has an area of nearly 45,000 square miles and a population of about 300,000. It became a protectorate in 1891 on the application of the then Paramount Chief. Subsequent treaties made its position clear. The Monckton Report stated that for sixty years the Barotse have remained consistent in their desire to remain under the protection of the British Crown without the interpolations of any intermediary.

Another visitor to London last week-end was Dr. Hastings Banda of **Nyasaland.** He said he was in London to see friends and do some "political snooping." Dr. Banda will fly from London to the U.S., where he is to lecture on African affairs.



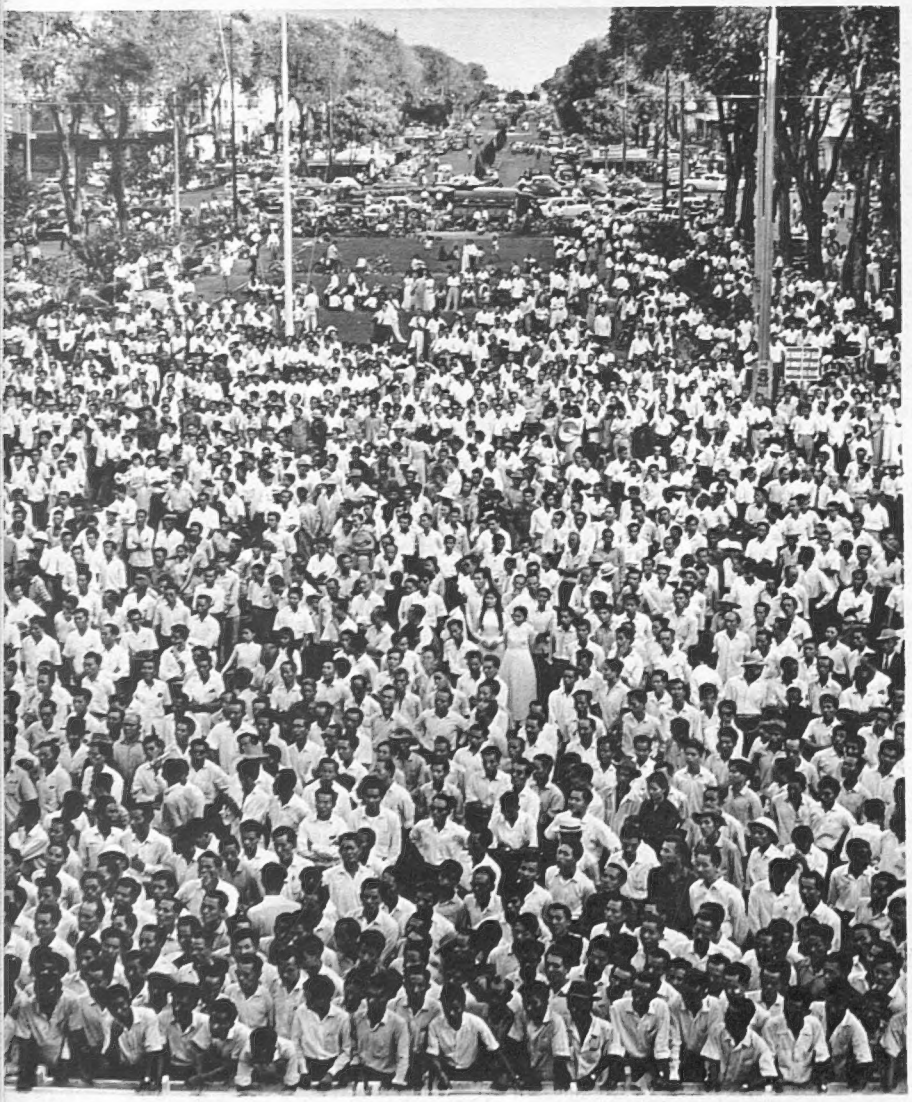
Mr. Selwyn Lloyd prepares his first Budget, to be presented on April 17. The famous Despatch Box is on his desk



President Ngo Dinh Diem (right) and Vice-President Nguyen Ngoc Tho of South Vietnam hold a Press conference in Saigon during their campaign for re-election to office

ASPECTS OF THE FAR EAST

President Ngo Dinh Diem (second from left) lays the foundation stone for a dam at Danhim



A crowd gathers in Saigon for speeches during the election campaign

Nguyen Dinh Quat (left), one of the candidates for the South Vietnamese Presidency

King Savang Vatthana of Laos and his Queen watch an Army Day parade in Vientiane

Soldiers of the Royal Laotian army in the parade in Vientiane

The people of South Vietnam were to go to the polls on April 9 to elect their President. There were three candidates: Ngo Dinh Diem, the outgoing President; Nguyen Dinh Quat, a wealthy citizen of Saigon, and Dr. Dan, a medical practitioner. Votes were also to be cast for the Vice-President. During the election campaign there was reported to have been a marked increase in terrorism. South Vietnamese sources alleged that agents from Communist North Vietnam were primarily responsible. In the jungles of the Plain of Reeds, 100 miles west of Saigon, and near Truc Giang, eighty miles to the south of the South Vietnamese capital, Government troops fought a series of bloody battles with Communist guerillas.

On the eve of the South Vietnamese election, battles were also being fought over the border in neighbouring Laos. Paratroops of the Royal Laotian army were said to have mounted a new operation against the pro-Communist Pathet Lao. However, outside the country there were hopes that the intense diplomatic activity in various capitals would soon lead to a cease-fire in Laos.

Prince Souvanna Phouma of Laos in London

A girl guards aircraft at Vientiane airport

Madame Ngo Dinh Nhu, sister-in-law of Ngo Dinh Diem, speaks at a meeting in Saigon to protest against terrorism

JOHN CONNELL

POWER PRESSURES IN ASIA

On the surface it was a coincidence—but an interesting coincidence—that the name of President Kennedy's new Ambassador to India was announced on the day that *Pravda* published, over the august and tantalising signature of " Observer," an article warning Pakistan against what it called a policy of aggression along the Afghan frontier. Neutralism, the politicians and the people of the Indian sub-continent have had to learn, is not an entirely one-sided exercise; you can only be as neutral as the great power-groups in the world will let you be; you may resist being dragged into their rougher conflicts, but you cannot completely cut yourself off from their influence.

Professor Kenneth Galbraith, originally of Canadian antecedents, is going to Delhi as the United States' envoy in a country whose goodwill the new President clearly thinks it is essential to win and maintain. Professor Galbraith is one of the most intelligent—as well as presently fashionable—eggheads whom the victory of the Democrats has swept into places of great power. Not only is he the author of *The Affluent Society*, and one of the sharpest critics of America's domestic faults and failings; he has views on the Western world's relations with Communist China which approximate to those held in London and in Ottawa rather than to those which are customarily expressed in Washington.

The course he pursues in Delhi is bound to be interesting. Will he be able to exert that influence over India's diplomatic and defence policies for which the Americans have long hankered? There is much about him, as an individual, which Indians are likely to find attractive and sympathetic: but he will have to contend with the fact that Indian-American relations are a love-affair which turned sour. For years the Indians have been deeply suspicious of American motives in Asia. For years Americans have resented India's attitudes of high-flying morality over international problems, and have disliked India's ostentatious displays of neutralism at crucial moments.

The seeds of misunderstanding were indeed sown before India attained independence; both peoples expected too much of each other. The Americans, feeling rebuffed, sulked and snapped, and made rather acid comments because Mr. Nehru got on so well with British Conservative politicians. The Indians involved themselves in another even more disillusioning and comfortless love-affair, with Communist China, from whose effects they are still suffering. Professor Galbraith's is therefore a key appointment. He will need all his skill to bring his country on to terms of real and intimate trust with India. The desire for friendship exists, but it is nowadays an extremely delicate plant, only too easily bruised and battered. It can be nourished, of course, economically. There are hopes of large-scale American participation in India's third Five-Year Plan; and it is obviously along lines of this kind that President Kennedy's mind has been working.

In Delhi, U.S. Secretary of State, Mr. Rusk, and Mr. Nehru discuss the situation in Laos. Centre is Mr. E. Maffitt, the U.S. Chargé d'Affaires in Delhi, until the arrival of the new ambassador, Mr. Galbraith

By contrast the Soviet Union's sudden outburst of finger-wagging over the North-West Frontier is power-politics diplomacy in the traditional manner. The Russians are curiously Victorian in many of their actions and attitudes, not least in their touchiness over Central Asia. Any impulse to play what Kipling called " the great game " has long since ebbed from British hearts; but to policy-makers and planners in Moscow it is still a vivid reality. They have in recent years steadily extended and consolidated their influence in Afghanistan, which has become to all intents and purposes a client state. Seriously to accuse Pakistan of aggression against her neighbours would be a singularly bare-faced lie, but there are undoubted sources of friction between the two countries, which in its own interest the Soviet Union does not hesitate to exploit.

Tribal and clan rivalries along the Frontier, and the feuds which have been the tribes' principal occupation for centuries, are just such sources; but Pakistan's frontier policy is (though there is a tinge of nostalgic sadness about having to admit it) a good deal more enlightened than ours was in the days of the Raj. There is in process, as Sir Olaf Caroe pointed out in his scholarly and affectionate study of the Pathans, a Pathan renascence. This has gathered impetus since Pakistan achieved independence; and its closest historical analogy, in my view, is to be found in what happened to the Highlands of Scotland in the eighteenth century. The Pathans are emerging into contemporary civilisation just as my countrymen, north of the Highland Line, emerged after the Forty-Five.

It is easy enough to romanticise the old Highland way of life; it is easy enough to wax equally sentimental about the Pathan way of life in the Pathan homeland. But reality, in the end, elbows its way on to the scene. Consider, for example, the case of a town called Tank, known to generations of soldiers and administrators. Until 1947 all the business in Tank was done by Hindus. These departed at partition; and the commercial life in Tank is now carried on by Mahsuds, who have proved to be shrewd and talented business men—the Mahsuds, conventionally believed to be amongst the most untameable of all the Frontier tribes.

Pakistan's control of the Frontier areas has, in the past fourteen years, effected a major transformation. The landscape retains its fierce, wild, profound attraction: but economics and politics are displacing the old martial and feuding traditions. Pakistan holds the Frontier with far fewer forces than we did, with tribal levies under regular officers seconded to them for three-year terms; and the military aspect of the Frontier is played down as much as possible. Only a few of the great chain of fortresses which the British built have been retained in use.

As happened in the Highlands of Scotland in the eighteenth century the instruments of change are communications and education: roads, land reclamation, schools, local industries. As Arnold Toynbee has pointed out, after a recent visit to the Frontier, Afridis and Mohmands, who used to measure their strength by the number of rifles they possessed, now do so by their number of lorries and second-hand buses. This is the real stuff of pacification. A country like Pakistan neither wants nor can afford the luxury of preserving a barren and uncivilised mountain area as a training ground for troops.

These considerations apply equally effectively—or ought to apply—on the Afghan side of the Frontier. Why has " Observer " in faraway Moscow suddenly sought to stir up trouble? Why should he give a solemn warning to Pakistan, and anyone else whom the cap may befit, against " stealing " Pushtu villages to which Afghanistan has repeatedly laid claim? Why should he draw attention to the " fact " that " eight Pakistani divisions, equipped with modern American arms," are now deployed along the Afghan frontier, and allege that these troops, supported by tanks and aircraft, are now bombarding villages and causing " substantial losses "?

Is this not in all probability one of those perimeter switches of aggressive attention, from Laos to the Pakistani-Afghan border? These switches, I am certain, are an integral element in Communist tactics; they are manifestations of the incessant offensive purpose in Communism. Moscow—and Pekin—are always searching for new soft spots on the perimeter. The Afghan assumption that there is such an entity as Pakhtunistan (that is the Pakhtu-speaking Pathan districts of Pakistan) is one such soft spot. This is not the first time that the Soviet Union has come out openly in support of the Afghans' irredentist claims, but this support is now more vehement than ever before. It is a propaganda move which it would be imprudent to disregard. It ought to persuade both the Pakistani and the Indian Governments that they would be well advised to bring their long, fruitless quarrel over Kashmir to a conclusion and be finally and fully reconciled.

India has the grave difficulties and dangers of her north-east frontier on her hands; Pakistan may be faced on her north-west frontier with the growing threat of Soviet-Afghan pressure. Neither ought to dissipate her forces in guarding against the other. Their real common peril lies beyond the great mountain barriers which, for so many centuries, have protected the sub-continent, but across which, every now and again, the invaders have penetrated and poured across into the great valleys of the Indus and the Ganges. " Watch and ward " was once Britain's function; now the peoples of the sub-continent have to organise and maintain their own defence. I wonder whether Mr. Nehru is as alert to this issue as Field-Marshal Ayub Khan has shown himself to be.

Outside a grocer's shop in the village of Finchingfield in Essex, a West German Air Force officer is having difficulties with the English monetary system. The three German airmen are, from left, Lieutenant H. B. Ernst, Lieutenant E. Fischinger and Lieutenant H. Adomeit. They are members of a party of twelve officers of the Federal Republic's Air Force Engineering Staff who are in England under the NATO training scheme, The Germans were engaged on a three-day maintenance training course at the nearby air base at Wethersfield, leased to the U.S.A.F. They are based at the American airfield at Bentwaters, Suffolk. Wethersfield is equipped with Super Sabre fighters. These have been supplied to a number of NATO countries. Under NATO requirements, airmen from other countries, besides West Germany, are to receive training in England

ANGLO-GERMAN MONEY PROBLEMS

b

In the banqueting hall at Burlington House, the hanging committee of the Royal Academy takes time off for a cup of tea. Around the table, from left, clockwise, are Sir Charles Wheeler, P.R.A., Mr. Henry Rushbury, R.A., Mr. Allan Gwynne-Jones, A.R.A., Mr. John Aldridge, A.R.A., Mr. Charles Cundall, R.A., Mr. Robert Buhler, R.A., and Professor Carel Weight, A.R.A.

Part of the wall outside Windsor Ca

A London Newsletter

13-15, John Adam Street, W.C.2

THE BEST MEANS OF DEFENCE—ATTACK. The Labour Party needs unity and purpose, and a variety of Socialists have suddenly come into the field to advise it how to achieve these vital things and win the next election. The Labour Party chairman, Mr. Crossman, named adherence to the nuclear deterrent as the cause of all our disasters in the past decade. Those who adhere to it invite impotence for the party and suicide for the country. How, then, to attain party unity since Mr. Gaitskell and his followers fight and fight to preserve that national defence? The quick way is to forget about defence and no longer waste all the party's energies on that contentious theme to the exclusion of policies far more interesting to the Socialist Supporting Club. If a policy on defence is a cause of disunity, drop it. The best defence is attack. Attack on the more attractive home front of nationalisation and public ownership. "We are going to nationalise even industries yet unborn." Labour should go all out for clear-cut policy issues which will rally the half-hearted and the waverers. But if a defence policy *can* be thrashed out acceptable to all interests, it can only be "by conscientious people coming together. If anybody says that cannot happen, they are saying we can't win the next election." (It is an opinion still widely held.) So it looks as if it is up to Mr. Gaitskell. Professor Tawney in a pamphlet made his contribution to "attack" with some suggestions to the next Labour Chancellor. They include death duties at 100 per cent.; at most, heirs should get only £25,000 to £50,000 out of £1,000,000-plus estates. Attempts to dodge 100 per cent. death duty by life-time distributions could be countered by "lightning capital levies." But care must be taken to catch out only the plutocrats, not the working proletarians who nowadays may well be men of property in a smaller way. I suppose that is part of the Socialist trouble. They have today in their ranks so many "men of property" who, if they cannot take it with them, would rather that their children had it than the State or, for that matter, a better-armed enemy. This snag Mr. Gaitskell appreciates. Perhaps it is unwise to make the nation's flesh creep until unity and purpose are more nearly achieved. For even Mr. Crossman's logic reveals cracks that need papering over.

VERY DRY. A long month giving only ·04 ins. of rain is unique in my records. That is the story of March 1961 in my locality. Even in the famous summer of 1959, the dry months yielded at least half an inch apiece. March 1961 came in like a lamb and went out like a lion, a very unhappy reversal of form to coincide with the boon of three extra weeks of summertime. No doubt the farmers rejoiced in that drought, especially those whose land and roads and farm-gate entrances had been more or less continuously flooded and bogged since last October. But horticulturalists and amateur gardeners must have felt less content. Nipping frosts caught many a "good easy man" unprepared with polythene and mesh to break the night frosts, and early azaleas, peach and other blossoms, magnolias and even daffodils suffered severely, browned-off and wilted. March 1961 must be written down as the famous month of drought and of daffodil and forsythia flowering and—it is only just to add—of abnormal sunshine. For once in a way the central southern region—that no-man's land of weather prophecy—had nothing to complain about until Easter Monday. A little warm rain will be generally welcomed now and the surest way to bring it is to stage a monster anti-bomb march and

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ng demolished as part of an improvement scheme for the Castle, to be officially inaugurated by the Queen on May 12

Prince Charles is driven from Buckingham Palace to Windsor. He had been unable to join the rest of the Royal Family for the early part of the Easter holiday because of a heavy cold

Prince Andrew and Princess Anne on their way to Windsor

rally. This can be guaranteed to bring out Chamberlain's old umbrellas in profusion.

P.M.G.'S LETTERBOX. The P.M.G. has been busy dealing with letters of complaint from " a very wide range of representations " concerning some of the regular features in radio and TV programmes. These include not only violence, drinking and crime techniques, swearing and sadism, and so on, but the treatment of current affairs. I am not one of his correspondents, but I am not surprised by the size of his mail. I have long been astonished at the " broadmindedness " of those who control these sources of public information and recreation. Often enough, it seems to me, some of the features display a lack of taste and fitness which may be corrected if the patrons complain of them long and loud enough. But with some features on current affairs, there arises a suspicion of political propaganda which goes beyond broadmindedness and toleration to the borderland of subversion. Radio and TV have so vast a following that it must grow ever more difficult to suit all tastes, and, if it is to be representative, it must try to serve all tastes. But it would be very regrettable if TV ever deserved the suspicion that it stood politically for this or that side, or that it sacrificed its undoubted trusteeship as an educational force in taste and morality to serve the needs of box office.

THE NEW TESTAMENT IN CURRENT ENGLISH. I suppose few new publications got off to a better start than this first instalment of the New English Bible. A big majority of the first fortnight's notices and reviews were very favourable, indicating relief that "shocks" proved fewer and less severe than expected. Many of these reviews, of course, were written by critics who had time only to skim and collate favourite passages in the Authorised Version of 1611 with their modern counterparts. Other critics—perhaps those who felt deepest about alterations—held their hand until they had read from cover to cover. And lately we have had a good deal of adverse criticism. The difference between the aims of the translators of 1881 and those of today is wide. The Revised Version of 1881 introduced as few alterations as possible to the text of the Authorised Version of 1611. By the terms of their strict brief, the new translators were compelled to " alter everything," that is, to turn the language of King James' day into that current 350 years later. They were not concerned only to correct *mis*translation and make for clarity. Undoubtedly, they have sometimes destroyed rhythm and a great deal of archaic beauty and mystery in passages which even modern English and scholarly research do not noticeably clarify. One example is all I can cite here: The new translators' terms of reference compelled them to substitute " As in Adam, all men die, so in Christ all will be brought to life," for " For as in Adam all die, even so in Christ shall all be made alive." Here certainly the loss of rhythm and music and mystery is not compensated by greater clarity, and the traditionalists may reasonably cry vandalism. That is a handicap of the new terms of reference, which is just now leading to less favourable reviews and sometimes to severe criticism, covering even the sources from which clarity was achieved. The translators " naturally worked from the Greek text," but the variety of additional readings from scholarly publications in many languages, and brief quotations from lost manuscripts made by the Christian fathers, are not listed; and critics are asked to take it on trust that the translators in all probability have translated from " the most likely authentic text." Inevitably there would be adverse criticism—even bitter—of this fine conception. When it comes to translating Isaiah, for example, I anticipate a storm. Rather like asking Arnold Bennett to rewrite *Wuthering Heights*.

COUSSMAKER FAMILY. The other day I was asked for information about the family of Coussmaker. There is in the Metropolitan Museum in New York a full-length by Reynolds of Colonel George Coussmaker standing beside his horse. My correspondent was aware that my family possesses a half-length contemporary copy of this picture. We have it because our great-great-grandmother was a Mrs. George Coussmaker before she married Sir Thomas Pym-Hales, of Brymmore, M.P. for Dover. But all my researches into old books of reference and genealogical tables available to me could do no more than establish the Christian names in full of the subject of the Reynolds picture. He was the son of that Mrs. George Coussmaker, née Hayward, and later Lady Hales. The origins of the Coussmakers in England seemed to have vanished from my ken. Then looking through *The Times* of April 3, under " The Property Market," I read that " after 240 years of occupation by the same family," Westwood, at Normanby, Guildford, is up for sale. It was bought by John de Coussmaker, a merchant from Holland, in 1720 and had been greatly enlarged by the family. The Coussmakers then could, and still can, surely be called " Landed Gentry," and the absence of any mention of their name and property from Burke's *Landed Gentry*, 1952, rather surprised me. I should be glad to be directed to a further source of information about them since enquiries have been made by the Metropolitan Museum, New York, which my correspondent would like to satisfy.

THE OLD STAGER

ENTERTAINMENT

THE GREENGAGE SUMMER

at the Odeon, Leicester Square

The theme of innocents abroad has a perennial fascination. It is one which has engaged the novelist, Rumer Godden, in several of her books. In the film of *The Greengage Summer*, adapted from her novel of the same name, the opening scenes quickly show the situation of four children, ranging in age from the sixteen-year-old Joss to seven-year-old Vicky, who have set out for a holiday in France with their mother. But she is taken ill on the journey and the children are left to find their own way to the Hotel les Oeillets on the Marne in the champagne district of France. They are accorded a chilly reception and only allowed to remain after the intervention on their behalf of a mysterious Englishman, Eliot (Kenneth More). The alien atmosphere of the hotel and the violent passions of an adult world are used to frame the sudden growing up of Joss, touchingly played by Susannah York. It becomes clear that Madame Zizi, the hotel's proprietor, is in love with Eliot, who in his turn grows fond of the children and of Joss. The activities of Eliot—a favourite figure in the romantic cinema, the English gentleman-adventurer—provide the plot which counterpoints the enjoyment of the children in their strange but lovely surroundings. Directed by Lewis Gilbert and delicately photographed in colour by Frederick Young, *The Greengage Summer* is released by Columbia. It is a vivid evocation of hazy summer in France and the poignant emotions of adolescence.

In a French café are Eliot (Kenneth More) and the children, Vicky (Elizabeth Dear); Willmouse (Rich

Left:
In the champagne caves of Pommery, outside Reims, the children and Eliot are offered champagne by the director (Jean Ozenne)

Below:
On their arrival at the French hotel, the children get a chilly welcome from the proprietor, Madame Zizi (Danielle Darrieux)

Joss and the children, on their day trip with the mysterious Englishman, El

illiams); Joss (Susannah York); and Hester (Jane Asher). **Above:** Hester interrupts Joss's sketching on the balcony of the hotel in the Marne district

ve the Cathedral at Reims

Right :
Hester and Joss suffer on the morning after an unfortunate and too daring experiment with champagne

Below :
Joss excitedly looks over the top of the windscreen of Eliot's fine old Bentley

THE VOICE OF THE COMMON

CANADA

The Secretary of State for External Affairs, Mr. Howard Green, announced recently that the Government of Canada and the Government of the Union of Burma have reached agreement concerning the allocation of a total of 1,250,000 dollars (approximately £450,000) under Canada's Colombo Plan Programme in Burma.

Under this agreement Canada will allocate 900,000 dollars to the construction of a bridge which will link Rangoon with the satellite town of Thaketa where new industries and housing are being built. This amount will be used to obtain materials and equipment in Canada, to engage the services of a Canadian engineering firm and to provide Canadian personnel required to assist in the construction of the project. To cover the local costs of the project, the two Governments have agreed to the allocation of counterpart funds in an amount equivalent to 950,000 dollars. These counterpart funds arose from the sale of wheat provided by Canada to Burma under the Colombo Plan. They were set aside by Burma on the understanding that they would be used for agreed economic development purposes. The remaining 300,000 dollars of the 1,250,000 dollars is being used for the provision of Canadian wheat, and shipment has now started.

Canadian aid under the Plan has taken the form of capital aid programmes and technical assistance which, by the end of March 1961, totalled more than 331,000,000 dollars. There also have been grants and loans for wheat and flour over and above the Colombo Plan to a total approaching 80,000,000 dollars.

Under the technical assistance scheme, Canada has sent over 200 experts in a wide variety of fields to Colombo Plan countries.

In addition, more than 1,000 trainees from Colombo Plan countries have spent varying periods in Canada studying at universities, learning Canadian industrial techniques, and receiving instruction in Government departments in order to become familiar with aspects of central administration.

Colombo plan trainees in Canada receive instruction in a sawmill. From left they are Mr. Ramesh Chandra from India and U Maung Win and U Than Gywe from Burma

The Colombo Plan for Co-operative Economic Development in South-East Asia originated from a series of meetings of the Commonwealth Consultative Committee in Colombo, Sydney and London, in 1950. The Plan was put into operation the following year. To-day the member States which subscribe to it are: Australia, Canada, Ceylon, India, Malaya, New Zealand, Pakistan, the United Kingdom, British Borneo, Singapore, Cambodia, Laos, Vietnam, Burma, Nepal, Indonesia, Japan, the Philippines and Thailand. One of the features of the Plan is co-operation between members in providing training for technicians in those countries able to offer this.

GHANA

By the end of this year Ghana will be half-way through her current Five-Year Development Plan. World reports about Ghana are naturally concerned for the most part with her role in African and international affairs. Her herculean efforts at home in the field of development go largely unreported—as, indeed, will any national endeavour that is steady, progressive and unsensational. Projects and statistics have a limited appeal at the breakfast table.

There are, nevertheless, elements of excitement and drama in the great national build-up to which Ghana is now committed. Nothing exactly comparable, or on the same scale, is going on anywhere else in Africa. The effort is total: and the confidence with which the Plan was launched can be judged from one sentence in its introduction. " The position is that, with resources of £90,000,000 available, the Government intends to embark on a Plan valued at approximately £342,000,000, and to do its utmost to implement as great a portion of this Plan as possible during the five-year period."

The current Plan is the third to be undertaken since 1951, before which there was hardly any development in the country worthy of the name. The initial two programmes, known as the First and Consolidation Development Plans, covered a period of eight years and cost £118,000,000. Their emphasis was on communications, public works, education and general services. They laid the framework on which economic development is now being built.

In the current Plan there is increased priority on the expansion of agriculture and industry. An idea of its range, however, can only be obtained in a thumbnail review of some of the subjects.

Communications: Big extension of the trunk roads network. Several major bridges. Expansion of air services, telephone systems, harbour development works and the mercantile marine.

Education: The achievement of free and compulsory primary and middle school education is expected soon. New teacher training colleges. A big increase in the number of secondary schools, with the annual intake rising from 2,200 to 6,000 pupils. Several new technical institutes. Foundation of the University of Ghana expected during the period.

Broadcasting: Establishment of an international service and the setting up of a television network.

Housing: A total of £17,000,000 allocated for Town and Country planning schemes, Tema Development Corporation and Government assistance to self-help housing projects, loans and the Ghana Building Society.

Health: Increases in medical training colleges. Several new regional and district hospitals, health centres and clinics. Setting up of a Medical School.

Agriculture: Allocation of £24,500,000 to raise cocoa yields, establish rubber and banana plantations, start a new cattle industry, raise the yield of cereals in the North, irrigate the Volta Plain and promote the use of fertilisers.

Industry: High priority is being given to setting up 600 factories, producing a range of a hundred manufactured commodities.

Tourism: Allocation of £1,000,000 to develop the industry.

Even this list only touches part of the major undertakings in the Plan. There are many subsidiary schemes being implemented, from a £1,000,000 international conference hall in Accra and the nation-wide expansion of the Builders Brigade to the setting up of new diplomatic missions in nearly thirty foreign countries.

When he introduced the Plan, Dr. Nkrumah said it had been purposely drawn up on bold lines; and he described its basic objective in one sentence: " To show what we need to do—by our own hard work, the use of our natural resources, the encouraging of investment in Ghana—to give us a living standard that will abolish disease, poverty, illiteracy and let us advance confidently as a nation."

MALAYA

When Tunku Abdul Rahman, the Prime Minister of Malaya, returned early this month from the Commonwealth Prime Ministers' Conference, Malaya's efforts to assist in finding a solution for the current Netherlands-Indonesian crisis had still met with little success. In London, Tunku Abdul Rahman had met Dr. Luns, the Netherlands Foreign Minister. In their conversation, Dr. Luns expressed the opinion that something must be done to reduce the tension resulting from the recent Indonesian complete break of diplomatic relations with the Dutch. Such a rupture is considered unprecedented between countries which are not at war with one another. Even countries at war maintain some type of contacts through third parties. The Netherlands Foreign Minister said that he had met a number of Commonwealth Prime Ministers and had requested them to intervene in the cause of peace in South East Asia. They showed deep interest in what he had to say and understood his concern.

WEALTH

Canada and the Colombo Plan; domestic developments in Ghana; Malaya thanked by the U.N.; an important book by a Nigerian

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Dr. Luns felt that further deterioration in the situation arising in South-East Asia over Irian Barat (Netherlands New Guinea) might easily lead to a clash, but it was also his view that in order to offset such a possibility a serious attempt must be made by both sides to think in terms of give and take and to understand fully the implications of such a clash. Malaya's point of view is that perhaps a general effort on this important question by other countries in Asia and Africa might be of use. The present situation is certainly serious enough to warrant such a move.

While in London, Tunku Abdul Rahman also saw Mr. Dayal, the Chief U.N. Representative in Congo, who was passing through Britain. The latter said he had come to see the Prime Minister on purpose to thank Malaya for the aid which she had given to the U.N. Command in the Congo and also for her prompt response in sending further reinforcements. This response had helped to change the course of events in the Congo. One result of Malaya's action was that other countries were now sending troops. India was dispatching a brigade, Ceylon had agreed to send a battalion of volunteers, and countries such as Ghana and others who had earlier suggested that they should withdraw had agreed to allow their troops to remain. Mr. Dayal paid great tribute to the Malayan troops for their discipline, courage and efficiency which had set an example and a high standard for others. His own house was guarded by Malayan troops and he had been most impressed to notice that there were Malays, Chinese and Indians in the Malayan contingent, making, as he expressed it, a little U.N. in itself.

Mr. Dayal agreed with the Tunku that there was need for a change in the structure of the Congo Command in order to make its authority more flexible and effective in military, civil and technical administration.

Malaya recently received a request from Mr. Hammarskjold, through the Malayan Ambassador in the United States, to provide a Malayan Chief of Staff for the U.N. armed forces in the Congo. The Federal Prime Minister replied that Malaya was greatly honoured by this request from the U.N. but unfortunately he could not accede as Malaya had no top ranking senior officer at present with the necessary experience for such an important key post.

Some members of this year's Australian cricket touring party at Fremantle before boarding the *Himalaya* for England are, from left: Alan Davidson; Barry Jarman; Norman O'Neill; L. Kline; Ron Gaunt; C. McDonald, Neil Harvey and Peter Burge

Mr. Achara, the Commissioner for Eastern Nigeria, and his wife pose with their infant daughter in London near the Methodist church in which she had been christened

Tunku Abdul Rahman, Malaya's Prime Minister, toasts Abdul Hamid Azmi, a Malay law student, and his Malayan Chinese bride after their wedding in the Central Mosque, in London. During the ceremony Tunku Abdul Rahman had given away the bride

Book Review

"I share to the full the optimism of Chief H. O. Davies that the prospects for the survival of parliamentary democracy in Nigeria are favourable; however, this goal can only be attained if we address ourselves to the task of nation building with honesty, tolerance and devotion." With these words Alhaji Sir Abubakar Tafawa Balewa, the Prime Minister of Nigeria, concludes his introduction to NIGERIA, *the Prospects for Democracy*, by Chief H. O. Davies, Q.C. (Weidenfeld and Nicolson. 18s.). The author, who was educated in Lagos and at the London School of Economics, made his international reputation as a lawyer in 1952 when he was a junior counsel to Mr. D. N. Pritt, Q.C., leading the defence, in the trial of Jomo Kenyatta, in Kenya. Chief Davies, himself, took silk in 1958. The book is primarily concerned with the past, present and future of Nigeria. But, in fact, it is a textbook for the whole Commonwealth. Chief Davies takes his readers back to the origins of democracy, as exemplified in Ancient Athens, considers how Britain has adapted this principle and how perhaps in certain cases it has been necessary to modify the British idea of democracy in some of the new Commonwealth countries. On almost every page there is a stimulating thought for those who regard the Commonwealth as ever evolving and who are prepared to accept the reality of 1961 instead of wanting to keep the clock stopped in the days of the old British Empire. The constitutional, political, economic, judiciary and military problems of the various Commonwealth countries are all dealt with in an analytical and fair manner. It is to be hoped that Chief Davies's ideas will be given the widest possible circulation all over the Commonwealth. They can only help to strengthen its ties. *Nigeria, the Prospects for Democracy* is recommended especially to the younger generations of all races, languages and religions.

Mr. Macleod, Mr. Nyerere and Sir Richard Turnbull (right)

INDEPENDENCE FOR TANGANYIKA

When Mr. Macleod announced to the constitutional conference in Dar-es-Salaam that Tanganyika is to become fully independent on December 28, those present, including spectators in the gallery, cheered and applauded. The Colonial Secretary; Mr. Nyerere, who will be the country's first Prime Minister, and Sir Richard Turnbull, the Governor, were festooned with garlands and were almost mobbed as they left the conference hall. The news spread quickly and soon huge crowds were dancing in the streets and waving green branches, the sign of the Nationalist independence movement.

By way of a prelude to full independence Tanganyika will have internal self-rule from May 1. This means that the Council of Ministers will be renamed the Cabinet and will be presided over by Mr. Nyerere, at present Chief Minister. The Governor will retain control only over external affairs and defence. The final details of the transfer of full power will be discussed at a conference in London, probably in the third week in June. One of the questions to be settled is Tanganyika's position in the East African High Commission, of which Kenya and Uganda are the other members. The Commission provides for the administration of services common to the three territories.

Tanganyika, which is 361,000 square miles in area, was German East Africa before the First World War. The territory was mandated to Britain by the League of Nations in 1920.

Mr. Nyerere, garlanded and holding a poster proclaiming the great news, is chaired by his supporters

Carrying branches torn from trees a crowd celebrates in Dar-es-Salaam after the announcement of Independence for Tanganyika

A Comet 4C jet airliner of Middle East Airlines flies in to Beirut over the modern buildings along the sea-front of the Lebanese capital. In the background can be seen the snow-covered peaks of the mountains near Beirut

HOLIDAY IN THE LEBANON

Photographs by Charles E. Brown

From the unpredictable vagaries of the weather of April in London it is only a six-hour flight by one of the Middle East Airlines Comets to Beirut and the Lebanon. There, along the fine, wide beaches washed by the warm Mediterranean, the bathing season started at the beginning of this month. Although it is small in area, the Republic of the Lebanon is becoming a country increasingly popular with tourists. Evidence of the rapid changes in Beirut, its capital, can be seen as the jet airliner circles before coming in to land at the airport. Along the sea-front, a bewildering variety of modern buildings, luxury hotels, office blocks and flats, has sprung up. At the resorts dotted along the 140-mile coastline are more gleaming new concrete hotels, offering a wide variety of diversions, including sailing, water-ski-ing and skin diving.

The attractions of the country do not depend upon its climate—average temperatures in Beirut range from 62 deg. Fah. in January to 87 deg. Fah. in August—for it has a long

(*Continued overleaf*)

Modern hotels at St. George's Bay, Beirut. Right is the St. George's Hotel

(*Continued from page 91*)

tradition as the Gateway to the East and a luxurious atmosphere of cosmopolitan adventuring. But it is worth noting that Lebanon offers holiday attractions the year round. In the winter months, from December to March, ski-ing is fast growing in popularity on the lower slopes of the mountains. One of the best known of these is The Cedars, named after the trees for which the country has long been famous. Here the facilities include ski-lifts. The resort is only a two-mile drive from the coast.

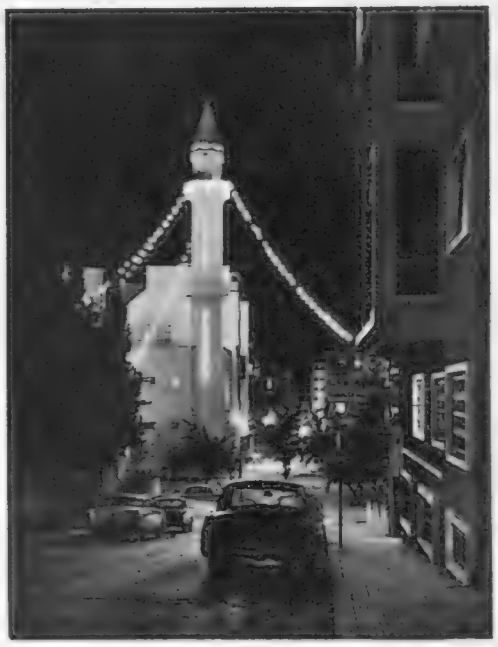
In the high summer many of the residents in the cities seek the cool of the mountains. This annual migration has become so established that well-equipped mountain resorts and hotels have come into being. Among them is Aley, only nine miles from Beirut, perched on a mountain with views over the coastal plain and hills covered in pine forests. Many of these resorts are strung out along the Beirut-Damascus road.

Beirut is a bustling city and one of the few free exchange markets in the world. Gold and silver goods are cheap, and other articles which are favoured include brocades, and rugs, and leather work. There are a number of night-clubs in the capital. About thirty minutes away by car is what is said to be the largest casino in the world. This is the Casino du Liban, overlooking the Bay of Jounieh.

Historically speaking the Lebanon has seen the ebb and flow of many civilisations. Among the earliest inhabitants of the 4,000-square-mile country were the Phoenicians, sailing from the ports of Tyre and Sidon. The Lebanese ability to transmute alien cultures into something distinctively native is exemplified by the ruins at Baalbek, one of the most impressive monuments in the world. Originally Baalbek was a Canaanite settlement. It became in turn a trading colony, a settlement of Alexander the Great, a Roman outpost, a Christian town under the Byzantines, and an Arab fortress raided by the Crusaders. The remains include the 60-ft. high columns of the temple of Jupiter. Nearby are a Byzantine church dedicated to Saint Barbara and an Arab mosque constructed out of materials from the ruins.

It is possible to see modern Lebanon built upon layer upon layer of the past—each wave of invaders passing on but leaving traces to be absorbed into the cheerful, individual way of life of the Lebanese. A few miles along the coast from Beirut lies the mouth of the Dog river. Through the narrow defile between the

(*Continued overleaf*)



An illuminated mosque during Ramadan in Beirut

A dancer at the Casbah, one of the capital's nightclubs

Enjoying the early spring sunshine on the terrace of the St. George's Hotel

A number of modern blocks of flats have been completed in the last year in Ras Beirut, the southern part of the town, opposite Pigeon Rocks

HOLIDAY IN THE LEBANON

Photographs by A. F. KERSTING

Along the coastline south of the city are tower blocks of flats under construction. Centre background are the buildings of Beirut airport

The road to The Cedars, a popular ski-ing resort in the mountains, ends in winter at a ski chair-lift. The tree, left centre, is said to be the oldest of the Lebanese cedars

(*Continued from page 92*)

cliffs many armies have passed. Inscribed on the rocks are the records of nineteen of them. The oldest is that of the army of Rameses II in the thirteenth century B.C.; and the latest marks the final evacuation of foreign troops from the country in 1946.

Any account of the architectural merits of the Lebanon with its wealth of mosques and temples cannot omit the breathtaking Crusader castles. At Tripoli is the Castle of St. Gilles, named after Raymond de Saint Gilles, Count of Toulouse. It was badly damaged by fire in 1287 and considerably despoiled in succeeding ages. Most spectacular of all these massive fortifications is Beaufort, built 1,000 ft. up on a ridge overlooking the Litani River by the Franks in the twelfth century. The castle has withstood many sieges, been captured, partially destroyed and rebuilt, and was last used as a fortress in the seventeenth century. As a final reminder of the long history of the Lebanon is the city of Byblos, reputed to be the oldest inhabited town in the world and the place where the alphabet was invented. Dominating the ancient site is a Crusader castle, which is still largely intact.

HOLIDAY IN THE LEBANON

Photographs By A. F. Kersting

The ski-lift at The Cedars. **Right:** Snow covers some of the famous trees

NEW FINDS NEAR THE DEAD SEA

Discoveries made last month in caves on the Israel side of the Dead Sea are now being given detailed examination. An expedition of 160 archæologists and volunteers under the general direction of Mr. Joseph Aviram explored four caves in the hills in which it is believed the followers of Bar Kochba, the leader of the last revolt in Judea against the Romans, took refuge 1,800 years ago when their uprising failed.

One party led by Professor Yosef Aharoni, of the Hebrew University, found skeletons and bones, papyri, arrows and coins. They also came upon a hoard of loot thought to have been taken by Roman soldiers and a grave containing many fragments of parchment.

A second party under General Yigael Yadin, also of the Hebrew University, reached a cave on a cliff 200 ft. below the remains of a Roman encampment. Their haul included several bundles of papyri and a scroll, which may turn out to be valuable additions to the Dead Sea scrolls already discovered in this area.

All the caves investigated were dry and the finds in them were well preserved. But it is feared that some of the treasures in them may have been taken by Bedouins before the archæologists arrived. Caves have been recognised by Bedouins as possible sources of riches since the first Dead Sea scroll was accidentally discovered fourteen years ago.

Since then several other scrolls have been found by expeditions operating from the Israeli or Jordanian side of the Dead Sea. They include many hitherto unknown renderings of Holy Scripture. Some scholars believe the scrolls to have been associated with the Essene Sect. However, this is strongly disputed by other academic circles.

Israel archæologists at the entrance to a cave near the Dead Sea. Skulls discovered inside are stacked near them

Some of the finds are carefully examined in the cave
Right: A variety of other discoveries is laid out

BRIAN VESEY-FITZGERALD

A RARE CURLEW IN WILTSHIRE

One evening last August, a little after sunset, I pulled off the road, high on the downs near Upavon, in Wiltshire, to stretch my legs after a long drive. There was a half-moon and the sky was quite clear: the afterglow still hung in the west, and eastwards there was a cold steely blue with one bar of cloud level under the moon, its upper edge faintly touched with moonlight. There was a bird flying, circling, and calling as it flew. It was not very near me, and for a moment or two I thought it was a curlew: the call was very nearly *curlee-curlee-curlee*. But not quite that sound : a little too shrill, perhaps, and lacking the rich mellow quality of the wader with the long curved bill. And then the penny dropped. This was not *the* curlew, but the stone-curlew. I suppose that I should have known at once, for years ago I was familiar enough with the stone-curlew in East Anglia. But that was long ago and, anyway, I had not expected to find the bird at Upavon, even though I know well that it breeds in small numbers in Wiltshire. But why search for excuses? The fact is that I did not recognise it immediately.

That August evening I did not see the bird at all. I went back to the exact place again later in the month and again early in September, but never a sound of the bird, let alone a sight. Last summer, you may remember, was a dampening experience for everyone; and I suppose that the stone-curlew returned to a more equable climate earlier than usual. It was most disappointing. Perhaps stone-curlew did not really come to that place at all? Perhaps I had just been fortunate and heard one on its flight south?

I have just been there again, not once but three days in succession, and the stone-curlew are back. There are not many of them: not more than two pairs, I think. But I am sure that they are paired. It is early for this. I have looked up the books, and the breeding-season is given as the latter part of April and early May, though the authorities do say that, in exceptional cases, it may be from the beginning of April. Well, this is surely an exceptional season. Temperatures in the upper sixties in mid-March must have put ideas into their heads. Anyway, paired they surely are.

What an astonishingly difficult bird the stone-curlew is to see ! That first afternoon on the downs I did not see them at all, though they were calling often enough. The call has a strange ventriloquial quality, so that you cannot pin-point it exactly with the result that the bird is very difficult to catch on the wing in broad daylight. Indeed, I do not really know that these birds flew at all during the afternoon. The stone-curlew is not much given to flight in broad daylight, but is a stubbornly ground-keeping bird, taking wing in full daylight only when startled. There is not much to startle it on these downs. It took me a whole afternoon to realise this; or, rather, to remember it from previous East Anglian experience. All the same, you would think, judging from photographs, that it could be seen easily enough running over the barren ground of these hills, for it is by no means a small bird and it has quite long legs. But the streaked sandy-brown plumage provides a most wonderful protection and the bird runs low to the ground.

That first afternoon, disappointing as it was in a way, helped to familiarise me with the call, so that after three or four hours I was wondering how on earth I could ever for a moment have mistaken it for that of the curlew. It does not sound like *curlee-curlee* but like *dew-leep, dew-leep*. It is not rich and tuneful, but thin and shrill; plaintive, rather wailing. And, though it is not as clear and liquid and does not carry as far as the call of the true curlew, it is a much wilder note. Moreover, there is a strange prelude to the call, which sounds rather like the winding-up of a clockwork spring; almost as though there was some impediment in the throat. Then, abruptly, it breaks and out pours the wild, sad cry.

The next day, having remembered that the bird becomes more active in the evening and is virtually crepuscular in habit, I went to the downs later. Even so, I was there by half-past four (much too early), such was my impatience. It was fortunate that I was; for a shepherd was moving his flock across the downs and the ranging dogs startled the birds into flight. I saw two stone-curlew in the air together, and a few moments later two more. The first pair I saw against the light and—I cannot find this mentioned in any of the books—they looked black-and-white; almost as sharply black-and-white as the lapwing. The other pair, seen in the light, looked pale brown with white bands on the wings; not a hint of black-and-white. What strange tricks light can play ! Had I not known that these were stone-curlew, I could have made many a wild guess at the identity of that first pair.

The flight of both pairs was low to the ground. The wing-beats were quite slow and regular, but the flight was surprisingly fast. The first pair circled away from me and, though I had them in my glasses, I lost them the moment they touched the ground. But the second pair circled back towards me, glided the last few yards, and landed fairly close to me. Even so, I lost one of them immediately. But the other I managed to keep in the glasses long enough to note the bullet head and the very large, round, bright yellow eye. That evening, as the light failed, they were flying and calling; and again on the following evening, when I was on the down a little later. The birds would fly and call for maybe an hour or so (not continuously, of course), and then there would be a period of about the same length with no bird calling. I suppose that this means that only the cock calls and that the silent period means that he has relieved the hen on the nest. I could often hear the calls of the birds at the same time coming from different directions and it seemed to me that each bird when flying did so more or less in a circle. I think I know roughly where they nest.

Finding the nest, which is no more than a scratched depression in the ground, will be another matter altogether. It is difficult enough to find the nest of a lapwing, which is a relatively conspicuous bird. Indeed, I have never found a lapwing's nest as the result of a deliberate search: I have always come upon it by accident. Though I have held a stone-curlew chick in my hand—I think it must have been an injured bird, for it allowed me to pick it up—I have never seen the nest or the eggs of the stone-curlew. Now, I have a golden opportunity, for I have not a very large area to search. I wish that I had the skill and the patience of a bird photographer. As it is, I have a feeling that I am going to do a lot of walking over those Wiltshire downs and I am not very confident. Still, the walking will do me good.

Mr. Harry Eastwood watches Mr. Peter Broom putting on the 11th green at Liphook Golf Club

The view towards the new clubhouse from the fairway of the eighteenth hole

The captain, Major M. L. Jacobs, with Lady Brickwood, the lady captain. **Right:** Major Jacobs is given a putting lesson by J. McGhee, the club's professional

Mr. S. N. Harris and Mr. G. Halliday at the 10th tee

LIPHOOK GOLF CLUB

—Opening the new clubhouse

Situated among the heather, bracken and fir trees to the south of Liphook Village, not far from the main London to Portsmouth road, the Liphook golf course is fortunate in possessing terrain eminently suitable for golf. The new clubhouse is being opened on April 15 by the club President, Mr. Roger Wethered. From its perch among the trees on high ground, it looks over the course and the surrounding countryside towards the distant South Downs. Designed by Colt of Bethersden, near Ashford, the building is of all-timber construction to suit its situation. Despite the fact that Liphook is a short course—6,075 yards, Standard Scratch Score 71—nobody has broken 69 in competition. The natural hazards are complemented by strategically placed bunkers. A feature of the course is that each hole is named as well as numbered. For instance, the long thirteenth is known as the Two Counties—the player drives off in Sussex and holes out in Hampshire. It is 470 yards long, bogey 5, with a carry over streams and bunkers on the second shot.

The Sphere's *weekly series on Britain's Great Golf Clubs will be resumed next month*

Outside the new clubhouse are the Secretary, Commander Dempster, and Mrs. A. Macbeth, who as Miss M. Dodd won the Women's Open in 1913. **Left:** The lounge and bar

TRAVEL

LUXEMBOURG

By GORDON COOPER

It was Sir Winston Churchill who once said: " Of all the countries I have visited, the Grand Duchy of Luxembourg is the smallest, but it is one that has charmed me most and where hospitality has been most simple and cordial." This " vest pocket " state has a variety of scenery and an attractive capital which make it an ideal holiday land, more especially for those who like easy walks. There is no better walking country in Europe and there are many signposted footpaths so that you can escape from the main roads.

Luxembourg City, the capital, is a real gem —in summer, a city of flowers. It is built on two levels. The Upper City has the Palace, the home of the ruling Duchess, the cathedral and public gardens. The Lower City, 250 ft. below in two small river valleys, is partly a park and partly an industrial section. The valleys are spanned by high arched bridges of stone, one of which is claimed to be the second longest one-span stone bridge in the world. Second largest or not, it is a magnificent sight.

An ancient fortified town, Luxembourg City was once one of the most powerful fortresses in Europe, and you can still visit the warren of tunnels and casemates hewn from solid rock. Only Gibraltar can compare with it in underground interest. At one time there were fifty connecting forts here extending for thirteen miles, and soldiers lived underground, just as the French did in the Maginot Line. In 1867, however, the Great Powers decided to destroy this " Gibraltar of the North," because it had proved through the years such a spot of contention. It took them sixteen years to demolish the forts' superstructure, but the underground maze had to remain intact.

There are several excellent hotels (the *Alfa* near the station is recommended, while *Au Gourmet* is the best gastronomic restaurant). For exploring the country you can purchase excursion runabout railway tickets at modest rates. But the healthy person will find the Duchy perfect for bicycles. Distances are short and there are few hills; and, incidentally, bicycles can be hired in Luxembourg City. I feel that the motorist will miss much in visiting the country, for it is possible to drive from border to border in 75 minutes; but perhaps if you do take your car you will appreciate the importance of dawdling.

Ten miles south of Luxembourg City is Mondorf-les-Bains, an elegant spa in the valley of the Gander, a pleasing river. Parks, a casino, tennis courts and swimming-pools create a holiday atmosphere for those taking the waters, which are a reputed cure for liver and stomach complaints. The golfer will find just outside the capital one of the finest courses in Europe. Then, less than six miles away is Remich, a small and lovely town on the Moselle, which divides Luxembourg from Germany.

In the north of the country, the Ardennes sweep in roll upon roll of lovely forest-clad summits, with some rocky outcrops in the Moellerdall (" Little Switzerland ") district. This is very much an outdoor region, with an emphasis on hiking and camping, although the little towns all have at least one first-class hotel. Young people should note that in Luxembourg there are several good youth hostels as well as rest-houses, known as " Gites d'Etape."

Echternach, on the Sure, is a leading holiday town, with old ramparts, a seventh-century Benedictine Abbey, and picturesque narrow streets. It is here that the famous Whit-Sunday Dancing Procession takes place. And it is a leading centre in Europe for Boy Scout jamborees. The Hotel Grande de l'Etoile d'Or is recommended, and this town would be a good base for excursions. Along the steep banks of the Sure are vineyards producing the crisp Moselle wines.

West of Echternach and leading northwards are the two pleasant resorts of Vianden and Clervaux. It was in Vianden that Victor Hugo lived during his exile from France and has revealed his impressions of the place in some of his writings. You can still see the house in which he lived. Dominating the town is the castle, an eagle's eyrie, and although it is now in ruins it is easy to see how formidable a fortress it once was; and the sumptuousness of its rooms and halls indicates that it was a worthy home for the lords of Vianden. It was neither war nor weather which caused its destruction, but the vandalistic opportunism of a local man who bought the castle at a bargain price and then proceeded to strip it of everything that could be sold, thus creating a tragic loss to the world. Many of the contents were among the finest of their kind in the country.

There are many other castles, mostly in ruins, to be found in Luxembourg. The most outstanding of these relics of a stormy past are the castles of Clervaux, Schuttbourg, Bourscheid, Brandenbourg, Esch-sur-Sure, Beaufort, Larochette and the castles in the valley of the seven castles.

Clervaux is an exquisite tourist centre of perhaps the most picturesque part of the Duchy. This charming little town nestles in a semi-circular valley and is dominated by its medieval castle of the Counts of Clervaux (from which family was descended Franklin D. Roosevelt). At mid-hill there is a church, a jewel of architecture. On the heights there is the massive Benedictine Abbey of St. Maurice. The surrounding woody mountains form a most attractive and harmonious frame to the landscape and are interspersed with pretty paths. The Hotel Abbaye in Clervaux is recommended, while in Vianden there is the excellent Hotel Heintz.

Access to Luxembourg is by air (Sabena) from London, and by the new rail-air-train service (British Railways, Channel Air Bridge and Belgian Railways) which takes five hours. For further information: Luxembourg National Tourist Office, 167, Regent Street, W.1.

Vianden, dominated by a ruined castle, is a popular small resort in Luxembourg

BY AIR TO INDUSTRIAL FRANCE

The advantages of flying are still confined for the most part to journeys between large cities. Industrial centres are not as well served as they should be. A move in the right direction is indicated by the new Air France service which has just started between Gatwick Airport and Lille. A tourist excursion return fare of 9 guineas will be charged, the ordinary single fare being £6 12s. There will be three flights a week, on Monday, Wednesday and Saturday.

The coastline between the Spanish frontier and Marseilles has been attracting more attention recently, as British holidaymakers have been discovering unsophisticated little resorts like Palavas, Sète and Agdé. The best way to reach this part of the coast is to take advantage of Skyways coach and air service from London, via Lympne to Montpellier, which operates once a week in either direction, on Fridays. A thirty-day excursion fare from London to Montpellier costs £25 9s., but if you don't want to travel by coach to Lympne, the return excursion fare is reduced to £24 14s.

Finding suitable hotels on such a comparatively unknown coast is made much easier with the help of the Michelin Hotel Guide of France. This year's edition gives you all the information you want. For example at a resort like Agdé, where the actual plage, La Tamarissière, is four kilometres away, at the little hotel known as La Tamarissière, pension charges are from 25 to 32 New Francs a day. There are few guides whose recommendations you can take with such confidence. Whether you choose a first-class establishment or one denoted by a modest little house, you can be certain that Michelin will rarely let you down. This year's edition, published at 22s. 6d., and what good value it is, has 953 pages listing innumerable recommended hotels at practically every town and village in France. It is interesting to note that the maximum cost for a good meal at a low price is now 9 New Francs. It seems only yesterday that it was 500 Francs.

Three stars are allotted to ten restaurants, including four in Paris. Two stars have been awarded to sixty-three restaurants and one star has been awarded to 586, a thoroughly reliable classification for those seeking good food in France. One extra feature this year is a map at the end of the book giving distances between the main towns. Since the introduction is printed in English as well as French, Italian and German, it is a pity that these distances are not given in miles as well as kilometres. Dividing these figures by eight and multiplying by five is still a chore. The main text, however, dealing with hotels is easily understood, the signs used have now almost become an international language of their own.

W. D. C. C.

At a Press conference in Moscow, puppies born to Strelka, the bitch which made a short journey in space last year, are fascinated by mice which were also sent into orbit

TRAVELLERS IN SPACE

In recent months Russia has made a number of firings of heavy earth satellites in an intensive preparatory programme to putting a man into orbit round the earth. In the series of heavyweight satellites a number of dogs have made successful flights into space and back. The pioneers were Strelka and Belka, last August: both appear to have suffered no ill-effects and Strelka has since given birth. A few months later another of the space stations, carrying two dogs, burnt up while re-entering the earth's atmosphere. In March of this year came the second successful dog-carrying flight. The animal Chernushka (Blackie) was reported in good health. And just before Easter came another success, with the recovery after a flight around the earth of Zvesdochka (Starlet). Following this, U.S. scientists estimated that Russia would shortly attempt a manned space flight.

Russian space dogs—Strelka, Chernushka, Zvesdochka, and Belka

Chernushka is held aloft at the Press conference

BOOKS

FASCINATING MRS. PAT

Alan Dent's biography of Mrs. Campbell; and a wide selection of recent fiction

Kensington has been the birth-place of more startling women than those regiments of well-behaved ladies in twin sets and a single string of pearls. It produced, for instance, the fiery beauty who was to be Mrs. Patrick Campbell, the actress whose talents delighted London while her unconventional behaviour shocked it and, just possibly, delighted it all over again. Mr. Alan Dent, one of the most distinguished of contemporary dramatic critics, has now written a full-length biography on this most rewarding of subjects and has magnificently succeeded in impressing the reader with her personality, just as Mrs. Pat impressed herself on more than one generation. MRS. PATRICK CAMPBELL (Museum Press. 30s.) is primarily for the lover of theatre. The book necessarily has a profusion of stage references and its author's own abiding interest shows in his comparative assessments of performances and casting. But it is also a book for anyone who really relishes a study of a brilliant, witty, exasperating, uneven, affectionate, malicious, generous and altogether unpredictable character who, in her later, less fortunate days was once described as " a sinking ship firing on its rescuers." Mrs. Pat's *bon mots* were countless, and as spontaneous as they were effective. They are also endlessly quotable, but I think you will enjoy them more if you read them in the context which Mr. Dent has so admirably provided for them.

There is also something fairly unpredictable about Mr. Winston Graham as a novelist. He does not seem to write two books of a kind, and for this variety I think one should be grateful. His straightforward, vigorous narrative style is a constant, but the themes he chooses are splendidly different from each other. To borrow a theatrical term, there is no danger of his being " typed " as a writer of a particular school. MARNIE (Hodder and Stoughton. 16s.) is his new book, and it is about a young and extremely pretty woman who is a thief; not an amateur picker-up of trifles in shops but a calculating, able crook whose meticulous planning and lone-wolf tactics have brought her some considerable hauls of cash and, at the time the story opens, no prosecutions. Her story could be sordid but, in fact, it is nothing of the kind. It is an absorbing portrait of a human being with no softness but with many praiseworthy qualities: self-control, intelligence, courage and independence, which have all been channelled into the wrong direction. It would have been easy, and fatal, to bring sentimentality into such a situation. Mr. Graham has avoided this, and has also avoided the easy or obvious ending to a story of this kind. On reflection, I think that this is by any odds the best of the books which he has written so far.

A SEASON IN LOVE (Eyre and Spottiswoode. 18s.) is a first novel by an author who has already had experience as a dramatist and as a writer for television. It is also, and rather engagingly, the work of a young man, with the long, long thoughts of youth and that form of blinkered introspection for which middle-age has less taste. Mr. Peter Draper has written about a young Englishman returning to England after four years abroad, hoping to pick up his friendships and his ties where he had left them and receiving the not unnatural shocks that such an attitude invites. It is concerned entirely, as the title indicates, with love in its emotional, physical and near-tragic aspects and, if it is not moving, it is at least sincere and soberly felt.

THE GLYNDEBOURNE OPERA SEASON opens this year with a production of Donizetti's *L'Elisir d'Amore* on May 24. The sketch is a design by Franco Zeffirelli, the brilliant Italian director, for Act One, Scene One, of the opera. As well as designing the settings and costumes, Zeffirelli is producing the opera

Mr. Hilary Evans, another new writer, has a bright, lively and pleasantly irreverent theme for his novel, A WORLD FIT FOR GRIMSBY (Macmillan. 16s.). In the town which the author has given as the scene for his suite of provincial escapades, there has been a very great man. The people of the township have exploited their connection with him consistently though not always cynically. Then comes the bombshell information that he might really have lived in a neighbouring mill town. What a situation ! What a reversal of policy ! And what a talking point for the active members of the local organisations. Funny, objective to a certain point and kindly in its feeling for the oddities of English behaviour.

SOLDIER ON LOAN (Michael Joseph. 15s.), by Mr. George Foster, has many of the same attributes in its writing : the humour,

AMERICAN PREJUDICE

Racial and religious discrimination in the U.S.

Jacob K. Javits is a politician with a purpose and a full share of persistence. He is the son of Jewish immigrants, brought up in a janitor's flat on the lower East Side of New York City, his father acting as janitor and his mother selling crockery from a push-cart. He quickly learnt where the barriers lay in American society. As a young man the words " democracy " and " equality " were to him mere phrases; he little thought that he would be a Congressman, Attorney-General of New York State, and finally a Senator. In DISCRIMINATION—U.S.A. (Weidenfeld and Nicolson. 36s.) Senator Javits takes a long backward glance across the years and is able to record that the United States has made at least some progress; the white, Protestant, Anglo-Saxon country of his youth has, after all, elected a Roman Catholic President; there are Negro leaders in the administration; and appeals to religious and racial prejudice seem to fall increasingly flat. The book is a heartening one for the future of the American nation, but there is cause for reflection in the fact that not until 1957 did the U.S. pass its first law barring religious and racial discrimination in the rental or sale of apartment houses. In the realm of education the long battle against discrimination has been even more fierce.

Colonel Byford-Jones, a soldier who has had a most adventurous career, serving in the Spanish Civil War, campaigning with Montgomery in the Western Desert, and seeing something of the Greek Revolution of 1944-45, has now satisfied a desire to learn about the Holy Land as it is to-day and to follow the paths of Jesus and his disciples through the towns and villages. QUEST IN THE HOLY LAND (Robert Hale. 21s.) has surely given its author a rich experience. But one gains the impression that the Colonel is probing for oral proof where none can be readily forthcoming, hoping that his contacts with the people of twentieth-century Israel might lead possibly to the resolution of religious doubts regarding what happened nearly 2,000 years ago. Did Christ, for instance, live among the Essenes? Does there lie among the ruins of Qumran, where the Dead Sea scrolls were brought to light, a strong link between Eastern and Western philosophy? The author's quest brings us no nearer a solution, but he conjures up many picturesque scenes in a most unusual travel book.

THE CONDUCTOR (G. Bell. 21s.) is a book for people interested in music for the pleasure it offers. Its detailed analysis of conducting in general and also in relation to the performance of specific pieces is integrated into the author's aim as a whole, revealing the varied aspects of this art to the questing layman. Michael Bowles gives a lucid historical background to his study and an account of the diverging techniques of several modern conductors. He lays once and for all the ghost of the much-advertised idea that conductors are not really necessary. This has given rise to tales of those heroic orchestras that are reputed to have carried on conductorless. The author points out that since the participation of many instruments in the orchestra is intermittent, if not fragmentary, the individual player can really have little idea of the shape of the piece or his position relative to the whole. There is much information of value here for the amateur conductor, and there are many practical suggestions.

THE ADVENTURE OF ENGINEERING (Rathbone Books. 21s.) outlines in clear language some of the problems facing the builders of the world's great dams, bridges, tunnels, and highways. David Jackson keeps technical terms to a minimum and clarity is the keynote of this bright, well illustrated volume. In the same series William Elgin Swinton sets out THE STORY OF PREHISTORIC ANIMALS (Rathbone Books. 21s.). Reproductions from twenty-seven paintings by Maurice Wilson admirably assist the text.

Philip Street's MAMMALS IN THE BRITISH ISLES (Robert Hale. 21s.) is a timely book in that it brings up to date for the general reader an account of much that has been done in respect of preservation during the past two decades. Of particular interest are the recent attempts to introduce the reindeer to the Scottish Highlands.

R. C. E.

the rather affectionate detachment and the acute observation. Mr. Foster, however, is occupied with a saga of Territorial soldiers, the detachment in question being known to military history as "the bloody ninth." The hero is appointed adjutant to this detachment of the civilian army to find that his new commanding officer is a solicitor, and the Rifle companies commanded respectively by a stockbroker, a crime novelist and a bank manager. The results are sometimes hilarious and always understated with that peculiar reserve which has the effect of making everything far more comical.

As for Mr. Olivier Todd's THE DAY OF GLORY HAS ARRIVED (Macdonald. 15s.), this has been translated from the French by Mr. Mervyn Savill and deals with a platoon of conscripts in French North Africa. Anyone who has followed the news reports of the unrest there will have some idea of the chaos and bitterness which has been the perpetual climate. Mr. Todd's novel is, to say the least of it, astringent in tone and goes a long way to showing how the dichotomy of the French nation, patriotic yet cynical, proves itself in action.

RESOLVE THIS DAY (Chapman and Hall. 15s.) is a novel of present-day Africa with Johannesburg as its focus and an English couple as its central figures. There is anguish here and sensitivity. Mr. Geoffrey Bainbridge must take his place with this novel as an important and clear-sighted writer on African affairs.

In A CIRCLE OF TREES (Gollancz. 13s. 6d.) Dana Faralla tells the story of a family of Danish immigrants in America, living on a prairie and approaching the nadir of hopelessness through the deaths of the mother and youngest child. The two surviving children find a stranger, O'Reilly, who has lived with Indians and learned from them that the purest form of life is the circle. So he persuades them to plant first one and then another concentric circle of trees round their house to protect them from the interminable prairie and, after immense hardships, their lives, too, are protected. Imaginative and even poetic.

Vernon Fane

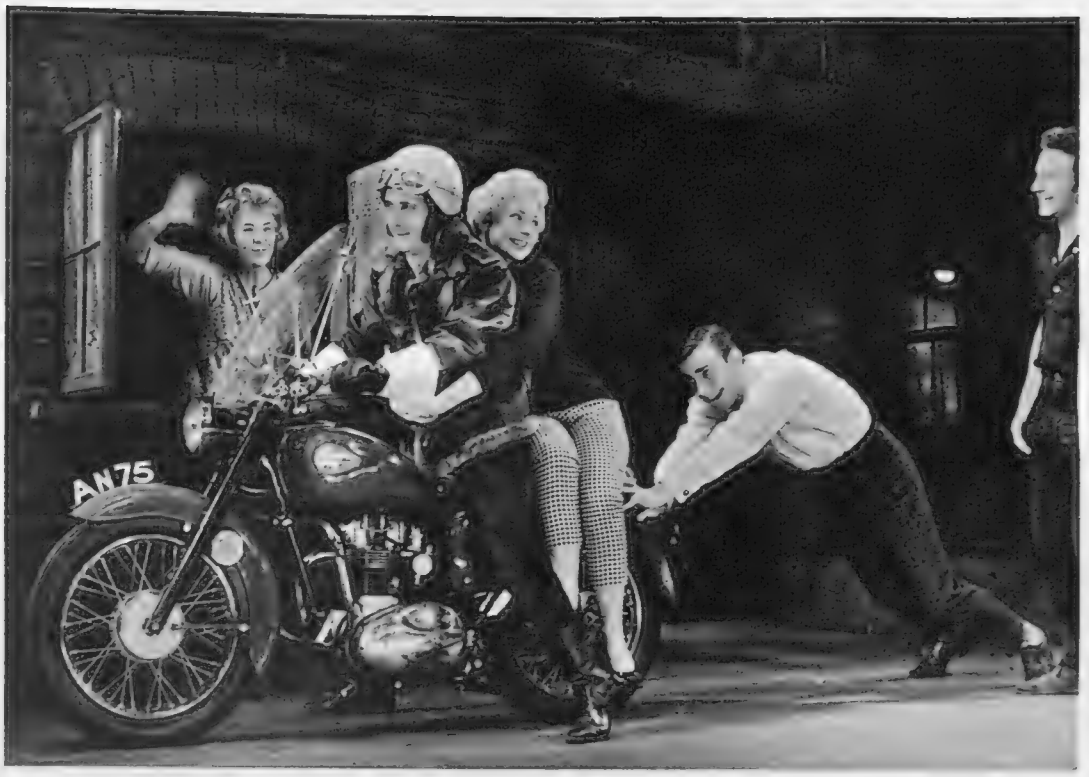
LORD ATTLEE LOOKS BACK

Lord Attlee was continuously in office through twelve momentous years, first as Deputy Premier in the Churchill war-time coalition and then as Prime Minister himself in the post-war Labour Governments. This period—1940 to 1951—is covered in A PRIME MINISTER REMEMBERS, by Francis Williams (Heinemann. 21s.). The book is sub-titled "The War and Post-War Memoirs of the Rt. Hon. Earl Attlee based on his private papers and on a series of recorded conversations." In the capable hands of Mr. Williams this method of presentation works out very well, the historical narrative being interspersed with dialogues between the author and Lord Attlee.

It was fortunate for Britain, and the world in general, that in the war Churchill and Attlee,—men of such seemingly different character—should be able to work so closely and efficiently together. Perhaps it was equally fortunate that when Labour came to power in 1945 the Party had a leader of Attlee's calibre. The immensity of his task as Prime Minister, both at home and abroad, and how he tackled it, is admirably related by Mr. Williams, especially in the chapters dealing with our relations with America over the atom bomb and nuclear power; our policy towards Stalin's Russia; the Middle East and the hand-over of power in India.

For many the most interesting section may well be the chapter on "The Making of a Cabinet." In it Lord Attlee discusses the qualities required in a Prime Minister and, in fact, draws a self-portrait. Throughout the book one of its delights is the manner in which Lord Attlee sums up in terse and pithy manner the characters of numerous leading figures of the '40's. Of one man he says "Always a mistake to think yourself larger than you are." It is a fault into which Lord Attlee has never fallen. Therein lies the measure of his success and his strength.

C. D.



In a scene from the cockney comedy at Wyndham's are, from left, Bridget (Bettina Dickson); Georgie (Sean Lynch); Nellie (Barbara Ferris); Knocker (Teddy Green); and Peanut (Griffith Davies)

Wilkie (Stephen Cato) and Sid (Roy Kinnear)

SPARRERS CAN'T SING

at the Wyndham's Theatre

Latest of Joan Littlewood's productions to transfer from the East End to the West End, *Sparrers Can't Sing*, is by Stephen Cato, who also appears as a venerable hawker. It is the portrait of a day in the life of the inhabitants of a corner of Stepney. Full of sharp crackling cockney wit and a warm nostalgia, the play revives memories of that traditionally English institution, the Music Hall. Its framework is a low comedy world, where the wives are shrews and the men never work, but it serves as a reminder of a way of life which is in danger of being submerged by new housing estates and the surge of prosperity.

Fred (Bob Grant) has trouble trying to get a bedstead through the upstairs window. Watching below are Granny (Amelia Bayntun); Lily (Fanny Carby); Jack (Brian Murphy); and Chunky (Norman Gunn)

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir William Lyons

With the overwhelming success of the latest Jaguar —the E-Type—Sir William Lyons, the founder, chairman and managing director of Jaguar Cars Limited, and his team of brilliant designers and engineers have set a new standard extremely difficult to pass. Although Sir William disclaims personal credit for the design of Jaguars and insists they result from teamwork, his stringent requirements for technical design and body styling have always been reflected in the work of his team. The E-type bears his distinctive stamp. William Lyons was born in Blackpool in 1901 and was educated there at Arnold House School. He curtailed his engineering apprenticeship in favour of launching into business with a partner in the manufacture of sidecars. Legally still a minor, he had to wait until his twenty-first birthday before a deed of partnership could be signed. It is since the last war that Sir William has become an international figure in motoring, with a series of outstanding models and five outright wins by Jaguars in the Le Mans 24-hour race. Last year, Jaguars purchased the Daimler Company and the two factories are speedily being reorganised for the co-ordinated production of cars, buses and military vehicles. Sir William has held most of the top positions in the organisations of the motor industry and is a member of its National Advisory Council. In 1954 he was appointed a Royal Designer for Industry by the Royal Society of Arts. Married with two daughters, Sir William lives at Wappenbury Hall, near Leamington Spa. His recreation is golf

THE USES OF COMPRESSED AIR

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

My son, aged seven, recently began to keep goldfish and became one of the younger customers of the compressed-air business. He bought what he calls a " bubbler "—a tube running into the fish tank from a tiny electric compressor pump, from the end of which there rises a constant stream of tiny bubbles. The fish, he says, enjoy it; it is alleged, also, to " aerate " the water and keep it cleaner. I must confess having nursed some scepticism on the point until I discovered, on looking into the use of compressed air in a rather larger way, that precisely the same thing is now being done in a number of Swedish and American lakes, to keep them from becoming stagnant or icing over.

Water apparently needs a dissolved oxygen content of about 17 per cent. for fishes or plants to live in it; in the Swedish lakes in question, the oxygen content at the bottom had become much lower. So, long polythene pipes, perforated to let air escape, were laid across the bottom, and air was pumped through them by a portable compressor. The system has greatly increased the oxygen content of the water—as my son would say, cleaned it. It does not, apparently, introduce oxygen into the water from the actual bubbles of air; what it does is to keep the water moving, bringing the stagnant water from the bottom up to the top and allowing it to take up the oxygen it lacks. So far as stopping the lake from icing over is concerned, the same technique is often used in the United States for fish and duck ponds. Water at the bottom of the pond is often appreciably warmer than at the top. Merely inducing turbulence with the bubbles stops the pond, or parts of it, from ever freezing over.

This system does not appear to have been used in Britain, though it might well have been considered for St. James's Park lake, where there have been cases of fish dying in large numbers. But similar compressed air techniques have been employed for different purposes. A curious " breakwater made of air " has been used to reduce turbulence, not to promote it, during repairs to the quays at Dover Marine station: a number of " bubble guns," keeping a steady flow of air bubbles through the water some distance out from the dock wall to which repairs were being done, were successful in reducing the effect of the waves that ordinarily break against the wall.

To the engineer these may appear rather mild applications to cite a technique that does a myriad of jobs inside industry, from the heaviest applications of force to the most precise forms of metering and instrumental control. But they may serve to show the ordinary person that there are many things you can do with compressed air apart from the one that impinges most often and obtrusively on him—running a pneumatic drill. The number of applications, indeed, is almost endless —vast arrays of percussive and rotary tools, hoists, " fluid power " transmissions, meters and measuring devices, conveyors and other mechanical handling equipment are operated by compressed air.

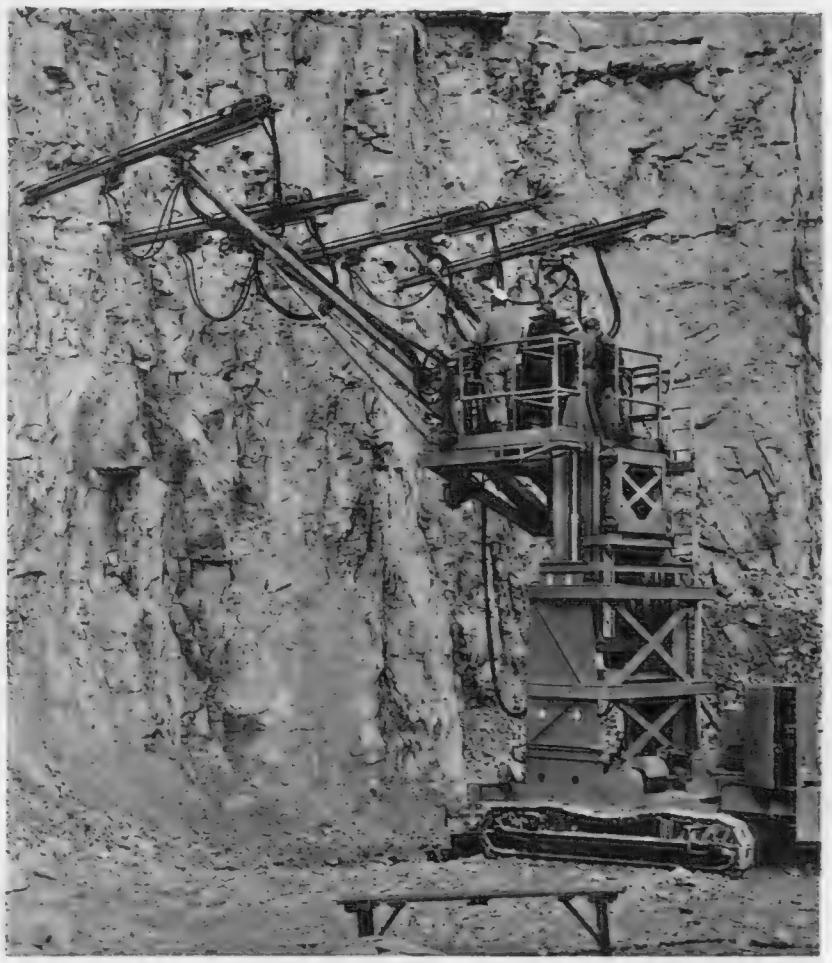
This diversity of applications is reflected in the structure of this industry: it is difficult to draw any line round it and say " These are the firms concerned with the use of compressed air." At the core of the business, there are the manufacturers of compressors and exhausting equipment, deliveries of which were valued at about £25,000,000 last year; these are almost the only measurable elements in it, and few of the companies that make such equipment stop short there. On one side the use of pneumatics goes off into the mechanical handling equipment industry, on another into the wide range of portable tools for assembly work and medium engineering. Pneumatics are just one of the methods used in metering and control instruments; this part of the business in recent years has probably grown most rapidly of all.

But to define some of the separate spheres in which pneumatics goes to work does not imply that companies stay in these separate compartments. One may find an old-established mining equipment firm, such as Holmans of Camborne, which first harnessed air for rock drilling, building compressors and a wide range of " Maxam " controls. Broom and Wade, of High Wycombe, famous for compressor equipment, manufacture many kinds of pneumatic tools. The big Swedish combine, Atlas Copco, which manufactures in Britain as well as in many other countries, makes specialised drilling equipment, tools of every kind, large and small compressors, and handling equipment. Some of the large engineering groups that make turbines, such as Associated Electrical Industries, have some interest in the compressed-air business, in the building of centrifugal or axial compressors.

Most people are familiar with the ordinary reciprocating compressor that is to be seen and heard on every building site; it looks like, and is, a kind of internal combustion engine. It has no camshaft, and simple spring valves instead of the mechanically-operated valves of an ordinary motor engine. During the downward stroke of the piston air is drawn into the cylinder, and this is compressed on the upward stroke and passes to an air receiver, where it is held under pressure until required for some pneumatic operation on the site. There are many variations on the simple reciprocating compressor; in addition there are a range of rotary compressors and for larger jobs turbo-compressors of various kinds are used.

In driving tools, compressed air can be used equally easily for percussion or for rotary motion. In a percussion tool such as the ordinary pneumatic drill, one has a cylinder above the tool bit in which a piston is blown by compressed air from one end to the other. Compressed air comes in, blows it down to strike the top end of the bit, and exhausts through a valve; at the other end of the cylinder, it rebounds on a cushion of air. Effectively, this system is turning the operation of a reciprocating compressor into reverse, using the compressed air to move the piston, rather than the driven piston to compress the air. A rotary pneumatic tool, again, does the same thing: the compressed air coming to the tool along the air line drives what is effectively a small rotary compressor in reverse, converting the power pent up in its pressure to spinning motion.

In the actuation of fixed equipment, such as presses, handling equipment—or, to take a rather familiar example, doors on the London Underground—the basic unit is one kind or another of pneumatic cylinder. This has been likened to a bicycle pump in reverse; when we pump up a cycle tyre we are putting work into compressing air, and when



Being tried out in a Derbyshire quarry is one of fifteen tracked Tower Drill rigs ordered by Russia last year from the Holman Group subsidiary, Climax Rock Drill and Engineering Limited, in conjunction with F. Taylor and Sons (Manchester) Ltd. The rig uses approximately 700 cub. ft. of compressed air a minute when it is in operation

a pneumatic cylinder operates, it works by admitting compressed air behind the piston and hence moving " the pump handle." Most air cylinders, however, are double acting; they can push as well as pull, with that familiar chesty grunt that comes on the Tube whenever the guard presses the button to open the doors.

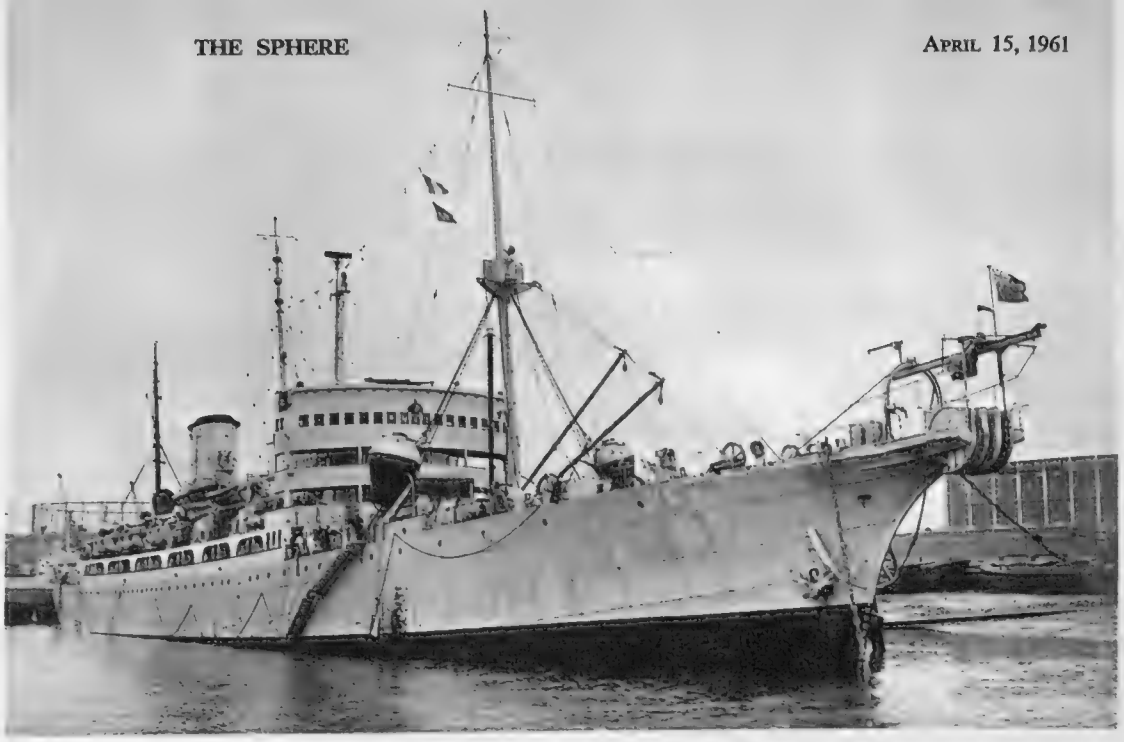
In mechanical handling pneumatics may be used to actuate conveyors and hoists, or one can simply pump or blow the materials along. Pneumatic systems are used very widely in the process industries handling liquids or gases, such as oil refineries and chemical plants, or powdery solids such as flour or bulk cement. In control systems, the lines of compressed air act essentially as communications systems. They will transmit from the plant vessel to the control " pulpit " information about pressure, temperature and rate of flow; on the control board, the readings may be checked by an operator and adjustments sent back along the pneumatic line, or control instruments may compare the reading with a pre-set value and make the adjustments automatically.

As " automation " enters into more industrial processes—without the furore of a few years ago, but more practically—one may expect the applications of pneumatic control to expand. Compressed air has not quite the glamour often attached to electronics in this field; but it is very much more often actually found there on the spot doing the job.

A NEW LINK ACROSS THE ATLANTIC

Work has begun on the laying of CANTAT, the Atlantic section of the Commonwealth-round-the-world telephone system, which will eventually link up with a similar cable to be laid between Canada, Fiji, New Zealand and Australia. The cable is being laid by H.M.T.S. *Monarch* under charter to Cable and Wireless Ltd., who are jointly responsible with the Canadian Overseas Telecommunication Corporation for financing, laying and maintaining this section. Specially designed by the G.P.O., and developed by Submarine Cables, Ltd., a company owned jointly by Associated Electrical Industries and British Insulated Callender's Cables Ltd., the CANTAT system is to be laid in three sections. The first, between Oban and Hampden, Newfoundland, will consist of 2,100 nautical miles of submarine cable. A short overland cable, some 70 miles in length, will connect the first section with a further section of underwater cable, approximately 400 miles in length. This will stretch from Cornerbrook, in Newfoundland, to Grosses Roches on the banks of the St. Lawrence River in Canada.

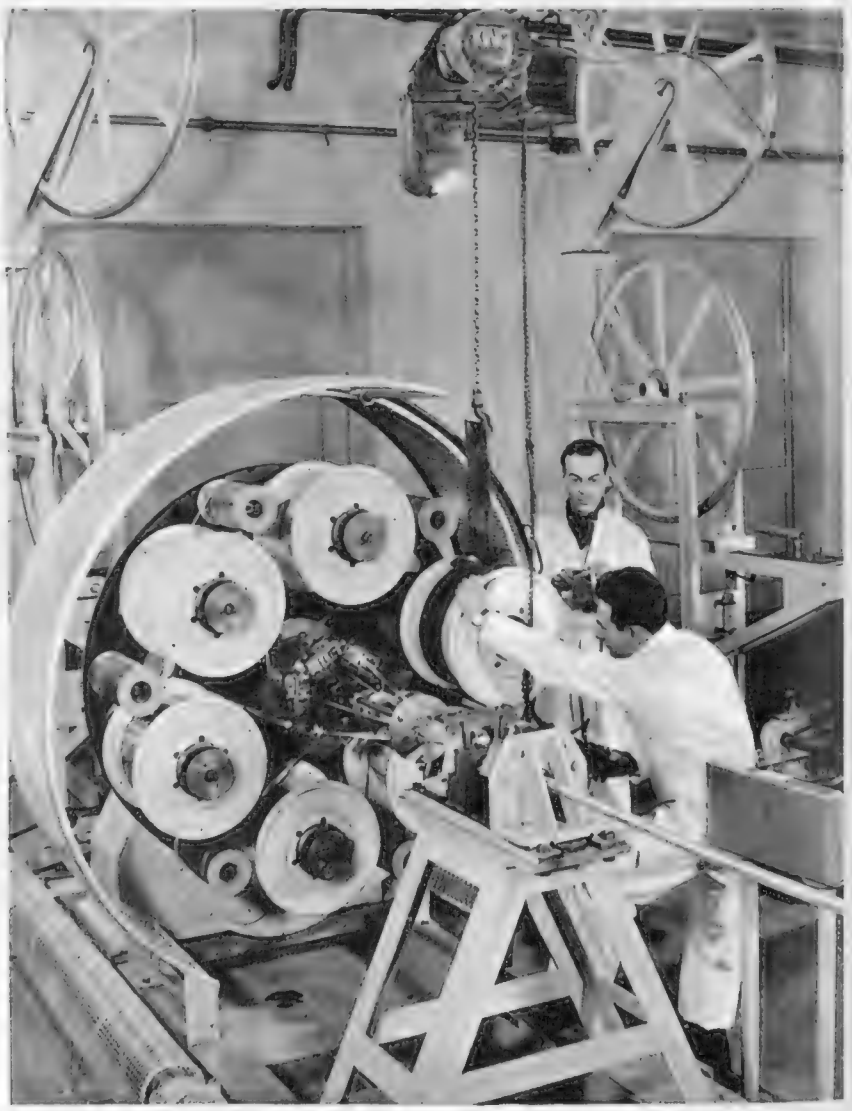
In the laying of the Atlantic link two types of cable will be employed. Specially armoured sections will be laid in shallow water where there may be danger of damage to the cable by ships' anchors or by turbulence. A lightweight cable will be used in deep still water. This cable will be protected by a polythene sheath and will have a strand of high-tensile steel-wire running along its centre to provide the strength required for deep-sea laying. The highest speed which H.M.T.S. *Monarch* will reach during laying will be approximately six knots, but this speed will vary when repeaters, which are inserted in the cable at varying intervals in order to amplify signals, are laid down. Her average speed will be in the region of four knots.



Above: H.M.T.S. *Monarch* moored alongside the Telcon Works of Submarine Cables, Ltd., at Greenwich, where the cable had been made

Left: Inspecting the laying gear, which contains the repeaters, on board the *Monarch*. The cable must be rigid when it is laid

The cable being moulded to a repeater on board the cable ship. **Below:** One of the ninety repeaters is checked



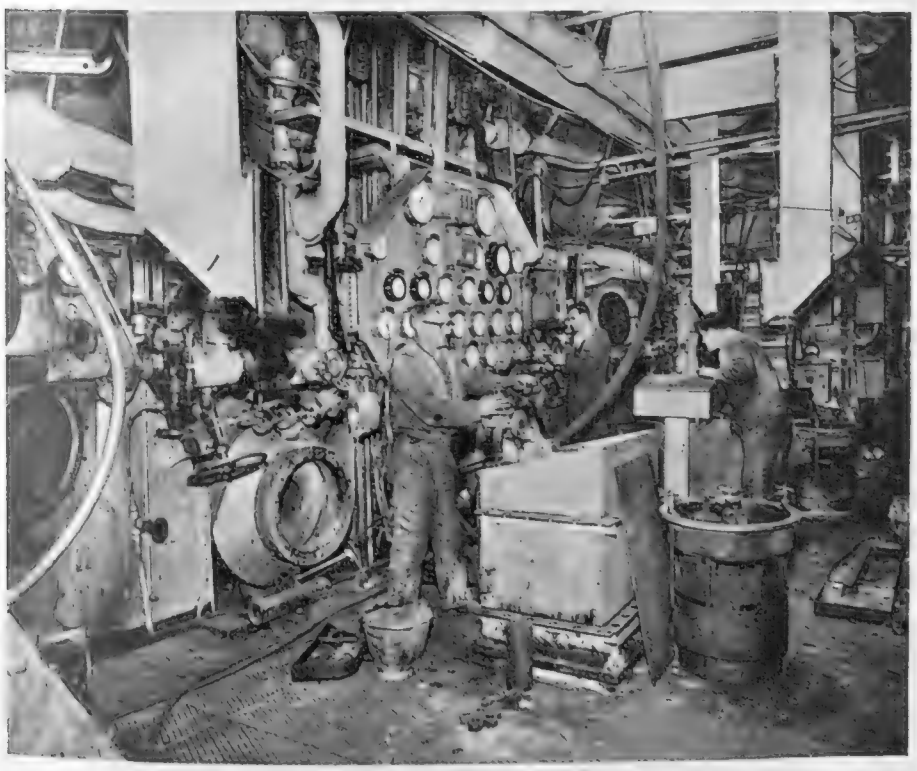
A conductor of aluminium tapes is placed in the cable at the Telcon Works

S.S. *Iberia* leaves Southampton Docks, her refit completed. She had been completely repainted externally

A CONTRACT COMPLETED

The P. & O.-Orient liner S.S. *Iberia* is now outward bound for Australia, New Zealand and Japan. She sailed from London on April 6 after spending over two months in dry-dock at the repairs depot of John I. Thornycroft and Co. Ltd., in Southampton, where she underwent extensive modifications. The contract, worth over £500,000, was awarded to Thornycroft's with the provision that work on the vessel should be completed within seventy days. Round-the-clock shifts enabled this to be done. Among the modifications were the installation of air-conditioning equipment; modernisation of the passenger accommodation with the addition of over a hundred shower and toilet units, and the provision of a new refrigerating compartment. For the last a new transverse steel bulkhead was fitted. Other work undertaken on *Iberia* included redecoration of all accommodation space, reconditioning of lifeboats and the dismantling and overhauling of the ship's rudder and propellers. Repairs were carried out on the stabilisers, boilers, propeller shafts and other machinery. Some thirteen miles of electricity cable were used in the ship while in Thornycroft's yard. *Iberia*, which was completed in 1954, is the last of the vessels to be air-conditioned under the P. & O.-O.'s £5,000,000 modification scheme for their post-war fleet. On her current voyage S.S. *Iberia* will be returning to Britain via Melbourne, Fremantle, Zanzibar, Port Said and Naples. Thornycroft's are now completing "end of voyage" repairs on the P. & O.-Orient liner *Oriana* which recently returned from her maiden voyage to Australia. The company will also be responsible for the maintenance of the P. & O.-O.'s latest liner, S.S. *Canberra*, which is due to enter service in June.

The new transverse bulkhead is lowered into position during the construction of the new refrigerating compartment. The refrigerating machinery was supplied by J. & E. Hall Ltd., of London, under separate contract with P. & O.-O. **Right:** A workman overhauls a stabiliser



Repairs in the boiler-room. **Right:** *Iberia* in dry-dock during her refit

A Hunting Jet Provost comes in over the east approach lighting system at Luton Airport

Part of the Visual Glide-Path Installation serving the west approach

The airfield lighting is controlled from one console

NIGHT LANDINGS AT LUTON AIRPORT

The £35,000 new airfield lighting system for Luton Airport was switched on in time for Easter traffic. It is part of the improvements at Luton, including a new 5,532-ft.-long runway, aimed at making the airport one of the most important north of London. Although 30 miles from the capital, the airport is near the M1. Plans include a new terminal building with Customs and immigration facilities, additional hangars, and extension of the north-south grass strip. The new lighting system, supplied by G.E.C., and installed by C. Maurice Contractors Ltd., employs a full Visual Glide-Path Installation of G.E.C. ZA.707 units. Designed by the Royal Aircraft Establishment, Farnborough, the V.G.P.I. system uses two-colour lights to guide aircraft down on to the correct part of the runway. Each unit has four 200-watt lamps projecting light through a filter to give a beam, the top half of which is white and the bottom red. If the pilot coming in to land sees white, he is too high; if red, he is too low. There are twelve units for each end of the runway. These are placed in four groups of three, one group on each side of the runway in line with the beginning and end of the touch-down zone. To land within this zone, the pilot must fly down the light beams in such a way that the first line stays white and the second red.

Right: The view at night from the west of the new approach and runway lighting

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INDUSTRY AND THE STOCK MARKET

WET AND DRY

By "THE SPHERE" CITY CORRESPONDENT

" To combat growing costs we are embarking on a further programme of modernisation and with the co-operation of our laundry machinery suppliers we should, in the near future, have some of the most efficient plants in the country . . . we have spent £168,370 on capital expenditure during the year and we are committed to a further £76,000."

" Capital commitments at the end of 1960 were higher than in the previous year and it is certain that capital requirements will continue to be heavy for some time ahead, not only for modernisation purposes, but in order to be able to face ever-rising costs and, at the same time, ensure a steady progress."

These two statements, the first by Mr. E. B. Montesole, Chairman of Sunlight Laundries (Loud and Western) Limited, and the second by Mr. S. Bell, head of National United Laundries Corporation, throw a revealing light on the problems of the laundry industry in Britain. It is, in the main, a small-man's business with four out of five concerns run by their owners. The total number of laundries is about 1,600 employing 126,000 people, of whom by far the majority are women. Few firms employ more than 600 and the most easily manageable number is reckoned to be fewer than 200. In the past, since little equipment was necessary to start in business and wage costs for the unskilled women were low, entry to the industry was easy and laundries sprang up rapidly in highly populated areas. There are now fewer than a dozen sizeable public companies, some of which are in turn subsidiaries of concerns with widespread interests.

The continued prosperity of the country has pulled in two directions for the laundrymen. Higher standards of living have meant that more housewives have been able to send clothes to the laundries and better conditions in factories and workshops have usually included improved washing facilities with consequent use of towels which have to be laundered. But full employment at good wages has forced up pay rates in the industry and has also resulted in a tremendous increase in sales of domestic washing machines, which has taken business from the laundries. The Launderettes, too, where dirty linen is washed in public with no offence to anyone, have drawn away a good deal of custom.

In these circumstances managements have been forced to modernise, streamline and diversify to survive. Since labour usually accounts for more than half total costs, the urge to mechanise has obviously been strong. Increasing costs of power have also caused companies to seek methods of economy. Some companies have looked to dry cleaning as a profitable sideline, and this clearly offers opportunities because the expansion in this trade has been at a far faster rate than in " wet " cleaning. It is estimated that turnover has quadrupled to about £40,000,000 a year since 1945 and Britain is still less dry-cleaning conscious than America. Some of the newer laundry processes introduced include automatic controls on washing machines which can give economies in fuel and detergents up to 25 per cent. Investigations are also being conducted into continuous laundry processes which would result in considerable economies in labour costs.

One of the most successful laundry companies is Initial Services, whose activities fall into three divisions. It supplies towels and overalls on a wash and replace basis to factories, offices, shops, restaurants and schools throughout Britain and also in Paris, Melbourne and Sydney; it runs conventional laundries and has contracts with shipping companies; and it operates an office tea service. Among its laundries are such names as Anglo-American, Home Services, Troy, West End, Great Western Steam, Thornhill and Initial. Its profits have grown steadily from £460,000 to £1,480,000 over the past ten years and dividends have been on a rising scale. At 48s. the Ordinary Shares are on a 3·3 per cent. yield basis, quite the lowest yield of any laundry share, reflecting the high standing of the company.

Sunlight Laundries owns thirteen laundries and one dry cleaning works and has 110 branches in the London district. Its subsidiaries include Paxman's, Sun Bagwash, Una Star and Criterion Laundries. Its earnings record has been sound if less exciting than that of Initial Services with trading profits at £295,000 last year, double the figure of ten years ago. The yield on the Ordinary Shares at 5s. 6d. is just under 6 per cent. National United Laundries Corporation owns 26 laundries throughout the country under such names as Gillingham Electric, Solent, West Kent, Mayfield and Sandwich Model Laundry. It is moving rapidly into the dry cleaning business and last year opened several new shops. Negotiations are in progress for the purchase of yet more. Turnover last year, despite an acute shortage of labour in many districts in which the company's laundries operate, was a record. Trading profits, too, reached a peak of £248,000, having climbed steadily from £147,000 in 1952. The shares at 14s. are on the exceptionally generous dividend yield basis of 7 per cent.

One of the most important companies in the dry cleaning business is Achille Serre, based at Walthamstow, in East London, with 236 branches. It also owns 45 shops trading under " Boltons Cleaners and Dyers " and " Beckers Cleaners and Dyers," and 20 shops named " Go." At 15s. the Ordinary Shares yield 5·8 per cent.

GOOD LIVING

By Ganymede

From the Wachau, as the castle-studded Danube valley above Vienna is called, come the most delicate wines of Austria. Herr Lenz Moser, whose family have produced wine since the Middle Ages there, came to London recently to be present at the tasting of his latest vintages. He told me that his father pioneered the latest methods of cultivation, and by planting vines much farther apart it has become possible to use tractors in their hilly vineyards. The result of this is that the same quantity of wine is now yielded by 1,000 vines per acre as has been previously by 5,000. To preserve the rather elusive bouquet of the wine, fermentation is slowed when necessary by rigorous control of temperature. As a result of improved methods of cultivation and vinification Austria now produces more wine than ever before, 30,000,000 gallons, nearly all of it white wine. It is exported to over twenty countries.

I tasted four of Herr Moser's wines which are sold by his London shippers. While none of them is great, they are fair value at reasonable prices. The cheapest, retailing at 9s. 6d. a bottle, is " Schluck." As its name suggests it has no greater pretension than to be a pleasant quencher of thirst. A pure Sylvaner, it fulfils the role admirably. " Wachau Trifalter," made of Traminer grapes, at only 11s. 6d., has a little more to offer in character if not in body. " Blue Danube," a Spätlese from Gumpoldskirchen, has rather more fruitiness without becoming over-sweet and still retains the freshness and youth common to all the wines tasted. It is remarkable value at 12s. 6d. " Edelfräulein," which sells estate bottled at 18s., is a Muscat Auslese and has a fine, almost noble flavour of its grape. A good choice among these four will be found to accompany summer meals.

I expressed my doubts on the wisdom of choosing " fancy " names such as these instead of calling a spade a spade, i.e., describing the wines by the grapes they are made of, and, if necessary, by their places of origin. I said, that I would be more interested in a label with a name such as " Muscat Auslese from the Wachau " than one with " Noble Maiden " on it. The latter means nothing, while the former provides quite a lot of information. I was told by the shippers that in their experience, the general public reacts differently, and that a wine with a fictitious, but easily remembered name, is easier to sell. I am not entirely convinced.

I have a great weakness for the wines of Alsace, and I was glad to have an invitation to the tasting arranged by the London agents of the house of F. E. Hugel and Fils of Riquewihr given at Quaglinos in the presence of the head of the House, M. Hugel, and followed by a sumptuous lunch. This was a great occasion, the range and selection of the 1959's, of which fourteen were shown, was exceptional. True to Alsatian tradition the wines bore the names of their grapes, Sylvaner, Pinot, Riesling, Muscat, Traminer and Gewürztraminer, but they also included the Sporen, an exception to the rule, which is named after a famous slope near Riquewihr, the Coteau de Sporen. Additional descriptions, such as Grand Cru, Réserve Exceptionelle, and Réserve Exceptionelle Auslese denote further distinction. Throughout the whole range the mark of the " golden year " was discernible. The Sylvaner, the Sporen, the Pinot were pleasant, fruity, yet dry and fresh and the three Rieslings had these qualities further enhanced. I liked the Réserve Exceptionelle best. The even more expensive Réserve Exceptionelle Auslese is bigger but has, to me, less charm. The Traminers and Gewürztraminers were the best of their kind I have tasted with their deep, lasting flavour of fruit. Of these the Traminer Réserve Exceptionelle Auslese comes nearest to being a really great wine.

A few samples of the 1960 vintage for shipment and bottling in the next few months were also available for tasting, a Flambeau d'Alsace N.V.—a Sylvaner, a Pinot Blanc, a Riesling and a Traminer. While these seemed too young to be judged conclusively, they promise clean, and refreshing wines but, alas, without a hope of the superb elegance and finish of the 1959's.

In keeping with the occasion, only Alsatian wines were served with the lunch that followed, and to make comparisons even more extensive, these were all 1958's. Pinot was offered as an aperitif, followed by Tokay d'Alsace (another, bigger wine, also of the Pinot grape), Riesling, Traminer, all described as Réserve Exceptionelle. They made a most suitable accompaniment to the food. The menu was carefully composed to fit in with the Alsatian character of the occasion.

The first two courses were straightforward: *Consommé Sarah Bernhardt* and *Truite de Rivière Meunière*, but the main dish was specially created for this day by the combined effort of the banqueting manager and the chef. It included two representatives of the cuisine of Alsace, choucroute and goose, under the name of *Oie Braisé Alsacienne*. The breast of the goose was carved in slices and the carcase was piled high with the choucroute, the whole surrounded by Frankfurters and slices of salt pork, served with parsleyed new potatoes. A simple, but ingenious conception, fit to be co-opted into the list of regional dishes of Alsace. The '58 Traminer was rich and sweet enough to go well with the simple dessert, *Soufflé Glacé Fleur d'Orange*. Our coffee was enlivened by the only departure from the boundaries of Alsace, its origin was much farther south: Armagnac Marquis de Caussade Sar, fifty years old.

The Hammonds buy an Estate car—

Hurry, hurry—so the Head of the House of Hammond doesn't miss the 8.16 to town. Stop, start—stop, start—so his Good Lady can do her shopping quickly and comfortably. Their sumptuous new estate car has been a member of the Hammond family only a fortnight, but already they can't imagine how they ever managed without it. And where did they find the money to pay for it? They came to us at UDT. Now they pay for their new acquisition little by little, month by month—and make very good use of it in the meantime.

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MOTORING

TOUGHENED WINDSCREENS

The new Triumph Herald and other items

By **COURTENAY EDWARDS**

I hope the British Standards Institution will find it possible soon to approve a new kind of toughened windscreen with which the Triplex Company have been experimenting for some time. It is based on a new technique which goes by the name of zone toughening. This means that the area of the screen immediately in front of the driver is treated in a special kind of way to ensure that if the screen shatters —or "crazes" if you like the word better— the glass breaks up into rather larger fragments than for the rest of the screen. This makes it possible for a driver to see well enough to pull up in perfect safety.

This is not always possible with the type of toughened screen in normal use to-day. I speak from bitter personal experience. I have had three screens shatter in front of my frightened old eyes: on a Humber Hawk, a Ford Zephyr and an Austin Seven. I am convinced that in each case it was caused by a stone thrown up by another vehicle. In each case I managed to pull up safely, though I was so concerned about keeping the car in a straight line while I braked hard that on neither occasion did I follow the traditional advice about punching a hole in the screen.

How well you can see when your windscreen crazes depends largely on the time of day, the weather and the shape of your screen. I am convinced that the biggest hazard is the subconscious adjustment of visual focus from looking *through* the screen to looking *at* it.

A third and more powerful version of the Triumph Herald

This is the time of year when we have grown accustomed to getting news about the Triumph Herald. The remarkable car, with its 25-ft. turning circle—which is smaller than that of a London taxi—and independent suspension, was first announced in April 1959 (and I have happy recollections of the party held in Ireland to launch it). In March 1960 the stylish convertible model was announced. Now, twelve months later, a new Herald is unveiled, with a bigger engine, a redesigned fascia in walnut veneer, improved seating and smart white rubber bumpers.

The size of the four-cylinder engine has been stepped up 21 per cent. from 948 c.c. to 1,147 c.c. Brake horse-power has been increased by only 13 per cent. but, more important, there has been a substantial increase of 27 per cent. in maximum torque. This gives the Herald a much more zestful top-gear acceleration. Having tested the new Herald for hundreds of miles I can vouch for this improved liveliness. You notice this most when, for instance, you are jogging along at 30 m.p.h. in top gear and suddenly put your foot down. You are up to 50 after an impressively short interval.

This is how the new Herald compares with the old in this vital matter of acceleration:

	948 c.c.	1,147 c.c.
0—30 m.p.h.	7·1 secs.	6·5 secs.
0—40 m.p.h.	11·8 secs.	10·9 secs.
0—50 m.p.h.	20 secs.	17 secs.
0—60 m.p.h.	30·4 secs.	27·4 secs.

Price of the standard 948-c.c. Herald is £702 for the saloon, £731 for the coupé (with twin carburettors) and £766 for the convertible model. The 1,147-c.c. models cost £708, £736 and £772 respectively. For a small extra charge real leather upholstery is available.

In spite of the heart-rending annual appeals of the motoring organisations and the British Road Federation I have little hope that the Chancellor of the Exchequer will give road transport any tax relief in his budget proposals next week. It is iniquitous that the purchase tax on cars instituted (at the rate of 33⅓ per cent.) as a wartime measure, in October 1940, should have been continued until to-day, when the rate is 50 per cent., and has been since April 1959 (after 3½ years at 60 per cent.).

The petrol tax was started even longer ago: in April 1938, when it was 9d. a gallon. It went up to 1s. 6d. in 1950, to 1s. 10½d. in 1951 and to 2s. 6d. the year after. It has remained at this figure ever since, except during the Suez crisis, when it went up temporarily to 3s. 6d.

Road taxation now brings in more than £600,000,000 a year. It is an unfair burden on the whole road transport set-up. I sometimes think that many non-motorists would show more sympathy for the appeals to reduce the purchase and petrol taxes if they were not labouring under the silly impression that it was merely a move to make life easier for the pleasure motorist.

The fact is that there are very few people to-day who run cars purely for private motoring. It has been estimated that 85 per cent. of all the 5,500,000 cars in use in Britain to-day are mostly used for business. It is clear from this that road taxation imposes a pretty considerable extra burden on business houses, industrial organisations and professional men apart altogether from its effect on the cost of public transport. It would not be so bad if a reasonable proportion of that £600,000,000 road tax yield was spent on building new roads and making our existing network safer. But less has been spent on roads in the last ten years than was taken in taxation last year alone.

When the 850-c.c. B.M.C. babies first appeared with their (it seemed) ridiculously small 10-in. wheels, the wiseacres shook their heads and said they supposed the tyres wouldn't last five minutes, especially those on the front, taking the drive. They have been proved hopelessly, delightfully wrong. Dunlop technicians tell me the average life mileage for these mini-car tyres is 18,000, and that in exceptional cases mileages in excess of 37,000 have been recorded. On the other hand, the cornering ability of the "minnies" is such that if they are driven really hard some very low mileage figures can be experienced.

It is advisable to change round the wheels of Austin Sevens and Mini-Minors, including the spare, every 2,000 miles. The front tyres, because they have to cope with the drive, tend to wear five times as fast as those at the back. I was interested to learn that Weathermaster and Duraband covers are now in production at Fort Dunlop in the "minnie" size.

While on the subject of tyres I would like to refer to the reply I received last week when I asked a Goodyear tyre expert if he really thought tubeless tyres are better than those with tubes. "Some motorists still prefer the tubed type," he guardedly admitted, "but the tubeless variety can undoubtedly claim some advantages. They hold the air better," he said, "and the tube is completely eliminated as a source of trouble. While it is not completely puncture-proof the tubeless tyre usually seals itself if a nail or other sharp object penetrates the tread. Though the tyre may lose some pressure it is usually possible to drive safely to the nearest garage, where the hole may be repaired with a small plug without removing the tyre."

In spite of these undoubted advantages, few of my garage friends seem to like tubeless tyres. This is apparently due to the fact that after 10,000 miles or so, when treads wear down and punctures become more frequent, air leaks are often very difficult to find. It takes more time than the job is worth (they say) and that is why they often recommend customers to buy a tube and let them fit it into the tyre that proudly started life without one.

Briefly . . . Starting June 15 there will be a 56-m.p.h. speed limit for cars and motorcycles (46 m.p.h. for coaches) on more than 1,300 miles of main roads in France every week-end until September 15 from 7 a.m. to 10 p.m. . . . The "E" Type Jaguar uses a new vacuum-operated brake booster made by Dunlop.

The Lex Group has formed a firm styled Volvo Concessionaires to handle U.K. sales of the Swedish car with showrooms in Albemarle Street, W.1, and a service H.Q. in Gloucester Avenue, N.W.1. . . . Group courses for club members are now offered at the Wolvey, Leicestershire, anti-skid school. Parties of fifteen students are given a full day's training in three separate sessions for 6 guineas a head. . . .

John Surtees, driving a Cooper in the Goodwood International "100," the first of the season's races under the new Formula One. Behind is Stirling Moss, in a Lotus

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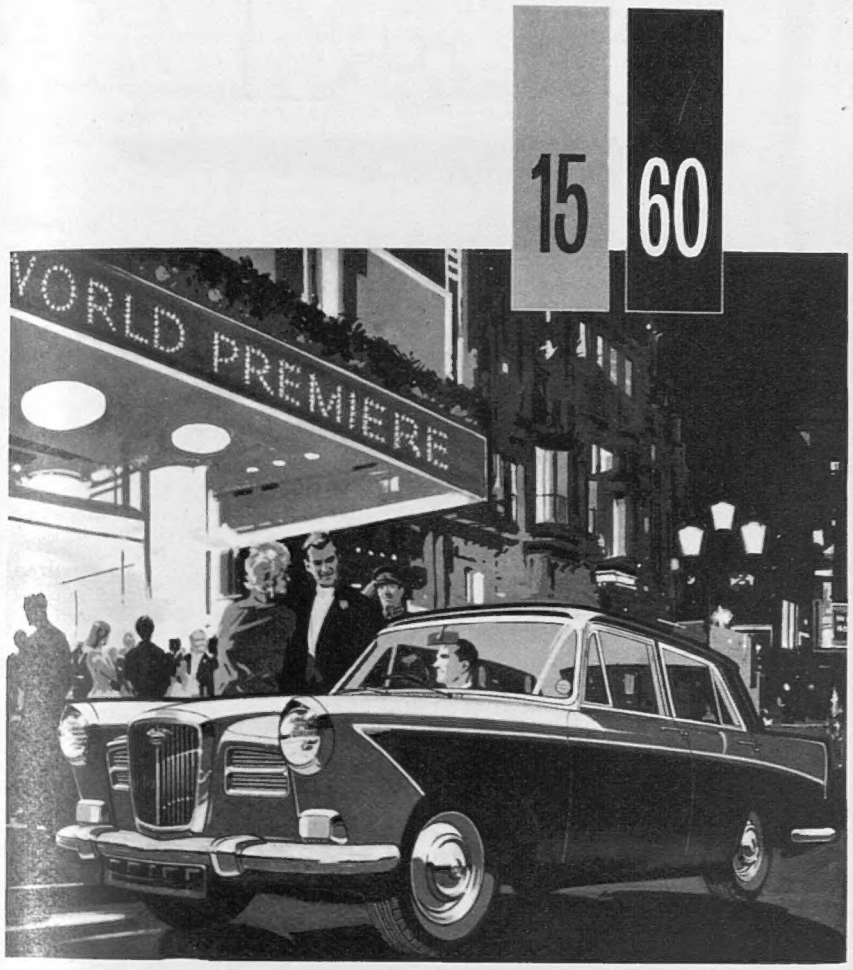

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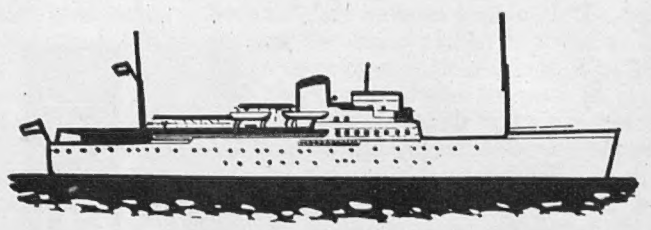

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

PARTICULARLY LOVELY IN MAY is a caption that can apply to almost anywhere in Britain, though it was Mr. and Mrs. E. V. Oatts, of *Ardbrecknish House Hotel*, Argyllshire, who used these words in connection with their own immediate area, when showing me some colour snaps taken in their hotel grounds in May 1960. Should you be contemplating a spring holiday, permit me to focus your thoughts on the loveliness of Scotland.

It is a mistake to attempt touring Scotland in the accepted manner by never staying two nights in the same bed, firstly, because it is exceedingly exhausting and the driver sees little beyond the road ahead, and, secondly, it is hazardous to be sure of good accommodation with hotels few and mileages considerable. So you would be well advised to aim for one or more centres and tour leisurely and comfortably, planning daily in tune with weather conditions.

If you have a leaning towards the West Highlands, consider *Ardbrecknish House Hotel* as your base for a week or more. To pin-point it, look up Dalmally, Argyllshire (the postal address), on your road map. Now follow the zigzag road south-westwards. Nine miles along the southern shore Loch Awe and *Ardbrecknish House Hotel* await your pleasure. Standing in sheltered grounds, with views of Loch Awe and Ben Cruachan, the house, part of which is 300 years old, is well-equipped for country-house contentment.

Boats are available on the loch for fishing and family picnics on the islands. For the touring motorist, there are many charming runs, for example, I would advocate following the south shore of Loch Awe, joining the A.816 and continuing south via Lochgilphead to Tarbert on Loch Fyne, lunch at *Stonefield Castle Hotel*, later retracing one's tracks to Lochgilphead, and return via Inveraray and Glen Aray. Route 2: Portsonachan, Dalmally to Connel for lunch at the *Falls of Lora Hotel*, or Oban (*Alexandra Hotel*, or the smaller unlicensed *Rannachan Hotel*), and on down the coast road A.816—divert if time for tea at the *Crinan Hotel*—and return up the south side of Loch Awe.

Route 3: Down Glen Aray to Inveraray, Arrochar, follow Loch Long to Helensburgh, then northwards up Loch Lomond—suggest lunch at the *Colquhoun Arms* at Luss—on to Tarbet, Crianlarich, Dalmally, and so back to a candlelight dinner at *Ardbrecknish House*. These are just three suggestions, and I am sure Mr. and Mrs. Oatts will be glad to suggest others in proof of their assertion that their area is particularly lovely in May.

Now I will switch my thoughts to another good touring centre, viz., Aberfeldy, Pitlochry and Dunkeld. For touring around Loch Tay, Glen Lyon and Sma' Glen, I would advocate Aberfeldy as a good base. In the town I can recommend the *Palace Hotel* (Mr. and Mrs. S. Gowans), palatable but not a bit palatial or pricey, or one mile outside, the *Weem Hotel*, where Mr. and Mrs. Dugald McNiven are a most hospitable couple and can be relied on as purveyors of homely comfort and wholesome Scottish food.

Note for lunch, if you are touring this area, *Lochearnhead Hotel en route* to the Trossachs, and at the approach to Glen Lyon, *Fortingall Hotel*, which is a mecca amongst gourmets.

Pitlochry is famed not only as a good touring centre but nowadays for its festival. If you seek quietude, consider yourself fortunate if you can get accommodation at the 28-bedroom *Green Park Hotel*, which Miss Mona Mackay manages most efficiently. Though only 100 yards off the Great North Road, here on the shore of Loch Faskally, the noise of the road can be forgotten.

If you prefer to be in the town itself, choose *Fisher's Hotel*, which caters for all and sundry, but it is all so highly organised that the lone motorist will not be overwhelmed by any coach party.

From Pitlochry one can comfortably cover Deeside. Suggested luncheon objectives—Braemar, *The Invercauld Arms*; Aboyne, *Birse Lodge Hotel*, and Banchory, *Tor-na-Coille Hotel*, and for a full, fine day programme, one can travel up the Great North Road to luncheon objectives such as Aviemore, *Lynwilg Hotel*; Carrbridge, *The Carrbridge Hotel*, or, a few miles farther on, Tomatin—*The Freeburn Hotel*.

Dunkeld, as a centre, is a happy substitute between Pitlochry and Aberfeldy, and enables one to cover comfortably Perth and Tayside, Crieff, Gleneagles and Stirling, or via Blairgowrie, continue to Deeside. My recommendation in Dunkeld is *Dunkeld House Hotel* in a fascinating setting by the side of the Tay, and for the transient motorist the Trust House in the village, the *Atholl Arms*.

For luncheon objectives hereabouts, note *The Royal George*, Perth; *Dalmunzie House*, Spittal O'Glenshee; *Lundin Links Hotel*, Lundin Links; the world-famous *Gleneagles Hotel*, and the *Golden Lion*, Stirling.

One special word of warning. All prospective visitors, especially to the West Coast from Oban northwards, should make sure to reserve their accommodation well in advance.

Personally, if I were considering a trip to the Northern Highlands, I should make Lairg my centre, for all main roads hereabouts radiate from this quiet township, and my choice of hotel would be the *Sutherland Arms*, which fulfils an important role as a base for tourists and fishermen. Under the personal management of Mr. and Mrs. Clavering, great attention has been focused on those two most important points for any guest—a good table and an ample supply of hot water. With them go comfortable, well-aired beds and pleasantly warmed rooms.

The view of loch and mountains from the hotel is restful to the eye and there are many places of interest on both east and west coasts and in the Northern Highlands within a day's car run.

I should like to bring to the notice of my readers the splendid work that is being done by the Scottish Tourist Board in helping visitors to their country. So if you want to know more about Scotland, where to go and what to see, write to the Manager and Secretary, 2, Rutland Place, West End, Edinburgh 1. *Tel.*: Fountainbridge 1561.

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